Weather

Very fine weather today. The maximum temperature yesterday was 83.8 and the minimum 55.2, the figures for the corresponding day last year being 79.9 and 57.0.

THE CHINA PRESS

大陸報

Today's paper consists of 40 pages in three sections

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TOKIO REAFFIRMS PLEDGE TO GIVE CHINA TSINGTAU

Promise Made Officially To Legation And To Government

KOO HEARD FROM

Chinese Minister Denies He Promised Wilson To Remain Silent

SCHOOLS TO CLOSE

Shanghai Students Will Join Strike Started In Peking

(Reuter's Pacific Service)

Peking, May 24.—Reuter's Agency learns that the Japanese Government had officially informed the Chinese Legation in Tokio and the Japanese Minister in Peking has similarly informed the Chinese Government that Japan will restore Tsingtau in the full sovereignty to China, thus confirming the statement made by the Japanese Delegation in Paris to the Chinese Delegation.

The Peking police have suspended the publication of the newspaper Social Welfare owing to its attacks on Mr. Obata, the Japanese Minister.

Wellington Koo Denies He Made Promise To Wilson

(Reuter's Agency War Service)

Paris, May 14.—Mr. Wellington Koo, the Chinese Minister at Washington and one of the leaders of the Chinese Delegation at the Peace Conference, denies the report that he promised President Wilson not to oppose the decision of the Council of Three as to Kiaochow.

Hundreds of cablegrams from Chinese all over the world continue to arrive at the headquarters of the Chinese Delegation urging the Chinese delegates not to sign the Peace Treaty.

Fifty Shanghai Schools To Be Closed By Strike

More than fifty schools in Nantao and Chapei involving almost 10,000 Chinese students will be closed by a students strike tomorrow, it is announced, as the result of the unsatisfactory answer made by the Peking authorities conncerning the students' strike in Peking.

The scholars in the Capital, it will be remembered, went on strike because of Japan's encroachment upon Chinese sovereignty in Shantung. They demanded the punishment of the alleged traitors, Tsao Ju-lin and Chang Chung-hsiang and reinstatement of Messrs. Fu Tseng-hsian and Tsai Yuan-pei, Minister of Education and Chancellor of the Government University in Peking. Hangchow and Tientsin have both also called for a student strike tomorrow.

Notice Was Served

The Shanghai students three days ago served notice on Peking to comply with the demands of the Peking students, threatening to join the Northern scholars if the government did not do so. Athough every effort was made by the Kiangsu Educational Association and other educational societies to prevent the carrying out the threat, it now appears certain that the strike will be carried.

General Lu Yung-hsiang, the Shanghai Defense Commissioner, also urged the Shanghai students to refrain from striking when he was interviewed by a delegation of educationalists, asking him to persuade Peking to come to terms. The students, however, will cling to their original demand and plan to strike as no satisfactory response was received up to late last night.

Students Well Organised

The students in Nantao and Chapei are well organised. Although they have at present no constructive plans, they are resolved not to commit any disturbance nor to use any violent language.

The strike, however, will have very little effect on the Settlement schools, it was learned. As far as could be ascertained, none of the larger schools will join the movement tomorrow.

The Settlement police will be prepared for any disturbance, as it is

(Continued on Page 5)

Shanghai Britons Observe Empire Day With Program Of Parades And Gatherings

Flags Fly, Scouts And Military Units Pass In Review, Reception And Dinners Held

The Settlement was afiash with the Union Jack yesterday as Shanghai Britons observed Empire Day, while a military review, reception and dinners constituted the official program in observance of the occasion.

The celebration was fittingly launched at 8 o'clock yesterday morning when nearly 200 Baden Powell Boy Scouts paraded in the British Consulate compound and assisted at a flag raising.

The Consulate grounds, brightly decked with Allied flags, was the scene of further ceremony at noon when the military review was held, in the presence of several hundred invited guests and a tremendous crowd of spectators. A score of British naval men, some 300 members of the British units of the Shanghai Volunteer Corps and 150 Sikh Police passed in review before Sir Evarard Fraser and his staff, who took the salute.

Consul-General's Speech

The Consul-General first inspected the units on parade, and afterwards made the following speech:

"Major Trueman, British officers, non-commissioned officers and members of the S.V.C.

"On this, our fifth Empire Day parade, I greet you with special satisfaction since, after many and weary days of intense anxiety and stress, our Empire has at length won through to success and the prospect of just and lasting peace and security. To us there could be no more welcome token of that success than the presence among the spectators of our parade of so many who have had the honor of fighting in our common cause, and who have happily survived the perils and strain of modern battle.

"The call of the war has drawn us and all Britons into ever closer union of effort and of sacrifice towards the grand end of securing the liberties of the Empire. Remote of necessity from the actual fighting area, we have yet had no difficulty in finding our share of the burden to shoulder. You volunteers have striven year in and year out towards greater efficiency—greater zeal you could not show—against the possibility of a call to active service. To this end you have given unstinted time and trouble and have given with notable success.

"Union—mutual support and mutual understanding—is one great lesson of the war to the Empire; and indissolubly cemented with such union is self denial which, in your case, is embodied in discipline. The turmoil of such a world upheaval as the war may tempt some to regard restraints long accepted as essential for order and progress as irksome shackles on individual freedom. But though every man as good as his fellow sounds splendidly democratic, hasty application of this dogma has proved apt to disintegrate society into the tyranny of the least fit. Your corps is proud to give service for the common weal, and so it is that any enemy dreams of local disturbance have, thanks to you, come to nought.

Reviews Achievements

"The hearts of us Britons are fulfilled with praise and thanks for the numberless heroisms of our brethren on many a hard fought field, for their patient endurance to the glorious end, undaunted by bitter hardships as by heavy odds.

"Achievements so mighty could not have been attained were Britons not heartened by steady and absolute belief in our Empire that stands for justice and freedom for all. In that belief we were, and are, ready—we have without the wide bounds of the Empire—to give any and all service we can. Our loyalty is focussed in personal devotion to the head of the Empire who, throughout the war, has set a preeminent example of duty steadfastly performed—to His Majesty King George whom may God long preserve and bless."

At 12:30 p.m. the Shanghai Club was thronged for the "at home" given by the British members to their fellow

(Continued on Page 6)

FLIGHT OVER ATLANTIC PRAISED BY BRITISH

American Achievement Is Seen As Due To Fact That It Was National Undertaking

(Reuter's Agency War Service)

London, May 18.—Representative British airmen, interviewed, are unstinted in their praise of America's great feat in flying the Atlantic, which marks an era in the progress of aviation. They declare it is an object lesson for the British authorities, who left it to private enterprise to attempt the flight whereas the American government considered it worth a national effort.

Thus the Americans had the advantage of a patrolled course with practically no risk to the pilots whereas for the British airmen, with a longer route, it is a question of life and death.

The official weather report yesterday evening showed that conditions in the North Atlantic were very unfavorable with a gale blowing and heavy seas.

Departure Of Hawker

St. John, May 18.—Great crowds witnessed the departure of Lieutenant Hawker from Mount Pearl, six miles west of the city, and thousands were assembled in the Martynside ground at Quidividi.

The weather was very favorable being cold, clear and cloudless. Lieutenant Hawker made a very satisfactory beginning. First he flew eastwards over the city and past Quidividi, signaling "Farewell" to Raynham and then, flying at an altitude of 2,000 feet, he crossed the encircling range of hills and flew out over the Atlantic.

One Plane Sunk

London, May 18.—Lloyd's representative at Horta cables that the crew of the seaplane N.C. 1 has been brought in. The N. C. 1 sunk at sea 120 miles off Flores.

The Air Ministry's weather report states that tonight conditions are still unfavorable to a direct flight across the Atlantic, there being much low cloud with strong winds and mist.

London, May 19.—A message sent from St. John's, Newfoundland, early this morning states that nothing has been heard of Lieutenant Hawker since he started.

FRANCE SWIFTLY MAKING POST-WAR ADJUSTMENTS

Government Is Giving Heed To Revival Of Industry And Commerce

(Reuter's Agency War Service)

Paris, May 15.—The French Government is beginning to devote attention to the revival of industry and commerce. Two decrees have been signed, one of which places purchases for public services under the supervision of the Ministry of Finance while the second decree abolishes many of the restrictions imposed formerly as war measures on the country's export trade.

Among 654 categories of articles of which the exportation was prohibited, only 19 now remain on the list. The interdictions of certain imports may be lifted later, subject to the conclusion of arrangements with different Allies.

Lloyd George Visits Battlefields In France

Premier Returns After Seeing Area In Which Welsh Distinguished Selves

(Reuter's Agency War Service)

Paris, May 16.—Mr. Lloyd George has gone to visit the British Army of Occupation on the Rhine.

Returns To Paris

Paris, May 17.—Mr. Lloyd George, accompanied by Lord Reading, has returned to Paris after limiting his visit to the Somme battlefield region. The Premier particularly went over the areas where the Welsh divisions distinguished themselves.

Rumanians Defeated By Red Army, Reported

(Reuter's Agency War Service)

Copenhagen, May 16.—It is reported from Budapest that the Ukrainian Red Army has defeated the Rumanians on the Dniester and the Reds have crossed that river.

France Enters Plane In Transatlantic Race; Lieutenant Fontain To Pilot It

France enters plane for ocean flight. Lieutenant Fontain

Lieutenant Fontain, the French aviator, and the giant plane in which he has made two unsuccessful attempts to cross the Atlantic Ocean. Lieutenant Fontain is the first French aviator to attempt the transatlantic flight. His proposed flight will end in Brazil.

ATTACK IN MURMANSK IS CHECKED BY ALLIES

Counter-Offensive Is Opened Against Bolsheviki And They Are Pressed Back

(Reuter's Agency War Service)

London, May 17.—The War Office has issued the following communique:

General Maynard reports that a Bolshevik force on the morning of the 19th attacked our positions at Rolelskaya and Maselga on the Southern shore of Lake Secozero. Our outposts checked the enemy until we were enabled to take up defensive positions. Then we organised counter-attacks against both flanks of the enemy which were carried out with great dash, and we achieved complete success.

The enemy fled south to Ostreche, suffering many casualties, including between 48 to 50 killed. We took a few prisoners and four machine-guns. Our casualties were slight. Russian troops led by a few British officers entirely gained this success.

Further Gain Made

We made a further advance on the 15th southwards along the Murmansk railway. The enemy occupied a series of ridges, on which trenches and dugouts had been constructed. The nature of the ground necessitated our carrying the first line of defense by a frontal attack, after which we outmaneuvered the enemy from his remaining lines of defense. The enemy suffered appreciable losses.

A mixed company of the King's Rifle Corps and the Rifle Brigade and a company of the Middlesex Regiment showed splendid dash and enthusiasm. French field-guns mounted on railway-trucks largely helped to keep our casualties low.

We have now reached a point just north of Lake Onega where the Pevyenat-Slumbusksk Road meets the railway.

Georgian Border Attacked

Berne, May 17.—The Georgian Bureau announces that Russian Bolshevists have made an attack on the Northern frontier of Georgia for the third time.

They were repulsed with a loss of 3,000 prisoners and a number of guns, machine-guns and eight million roubles captured.

Canal Not Affected By Port Said Strike

Municipal Workers Quit But Measures Have Been Taken To Coal Ships

(Reuter's Agency War Service)

Port Said, May 15.—All municipal workers have struck under orders.

The Canal traffic is unaffected owing to the measures taken to provide ships with sufficient coal to reach the nearest port.

Smyrna Is Occupied By Forces Of Greeks

News Is Acclaimed As Triumph For Policies Laid Down By Venizelos

(Reuter's Agency War Service)

Athens, May 15.—The Greek forces have occupied Smyrna. The news, which caused an outburst of patriotism, is acclaimed as a triumph for the Venizelist policy.

Japan Recognises Koltchak; Allies May Do The Same

(Reuter's Agency War Service)

Paris, May 16.—Japan has recognised the Koltchak Government. Admiral Koltchak's friends in Paris declare that it is to the interest of Japan to maintain friendly terms with the Siberian Government, notably because Japan's supply of iron comes from Siberia.

(French Wireless To Reuter)

Paris, May 23.—(Via Lyons and Koukaza).—The Allies are considering the collective recognition of Admiral Koltchak as head of the Russian Government.

LIEBKNECHT'S ASSASSINS TRIED AND SENTENCED

Lieutenant And Trooper Given Heaviest Penalties Of Two Years In Prison

(Reuter's Agency War Service)

Bale, May 15.—A message from Berlin states that the trial of the persons concerned in the murder of Liebknecht and Rosa Luxemburg resulted in Lieutenant Vigel and a trooper named Runge being sentenced to two years' imprisonment. Lieut. Ritmann was sentenced to six weeks' solitary confinement and the other persons accused were acquitted.

JAPAN MAY OPPOSE PUNISHMENT OF KAISER

Delegates Instructed To Act In Accordance With Decision Taken At Tokio

(Reuter's Pacific Service)

Tokio, May 23.—The Kokumin states that Japan has decided not to agree to the punishment of the ex-Kaiser and her delegates in Paris have been instructed accordingly.

Hungary Sees Birth Of New Government

Announced Purpose To Repair Bolshevist Ravages And To Restore Order

(Reuter's Agency War Service)

Vienna, May 16.—A counter-Government has been formed at Rad, Hungary. The Premier is Julius Karolyi, cousin of Count Karolyi. The Government in a manifesto declares that it is a transitional one and that its task will be to repair the Bolshevist ravages and restore law and order.

BRITAIN'S POLICIES FOR BELGIUM OUTLINED

Recently Named Commissioner Talks Of Plans For Reconstruction

(Reuter's Agency War Service)

Brussels, May 16.—The ex-Cabinet Minister Sir Herbert Samuel, who has been appointed Special British Commissioner to Belgium with the object of facilitating reconstruction, interviewed by Reuter's correspondent, after emphasising Great Britain's own tremendous war losses in debts and loans, stated that Great Britain would shortly remove all restrictions on the export of raw materials. Belgian manufactures would be placed on the same footing as the British regarding Australian zinc ore. It was advisable for Belgium to open credits, not only in Canada and the United States, but with India and other British dominions from which raw materials could be imported, in order to avoid the depreciation of the £ sterling. The British Government is willing to help Belgium in the matter and Great Britain is taking steps to avoid the depreciation of the franc.

In order to help on the reconstruction of Belgium, the British Admiralty were undertaking the enormous work of rebuilding the ports of Zeebrugge and Ostend almost entirely with Belgium labor, and the great British shipping lines were considering the question of making Antwerp a port of call.

Pershing Says America Will Play Her Part

Arrangements Made To Remove Blockade When Germany Signs Treaty

(Reuter's Agency War Service)

Paris, May 15.—General Pershing was asked what America would do in case the Germans did not sign the treaty. He replied that America would play her part, whatever it might be.

The Supreme Economic Council in Paris has provided arrangements to remove the blockade against Germany completely as soon as Germany has formally accepted the treaty of Peace.

French Chamber Shows Good Will For Italy

Demonstration By Deputies Is Followed By Adoption Of Resolution

(French Wireless To Reuter)

Paris, May 23.—(Via Lyons and Koukaza).—A demonstration in favor of Italy occurred this afternoon in the Chamber of Deputies, when the Chamber voted the following resolution:

"The Chamber is happy to celebrate the victory of the Allies the anniversary of the entry of Italy into the war. It affirms the absolute brotherhood of the two peoples and their desire to remain indissolubly united in a just and durable peace."

TREATY MUST BE SIGNED BY ENEMY BEFORE WEEK ENDS

Decision May Have Been Reached At Meeting Held At Spa

PLAN SUBMITTED

German Delegates Offer Counter-Proposal For League Of Nations

SEND MORE NOTES

Effort To Modify Terms For Saar Basin Is Being Made

(French Wireless To Reuter)

Paris, May 23.—(Via Lyons and Koukaza).—The German plenipotentiaries left yesterday evening for Spa, where they will meet a certain number of ministers who are coming from Berlin, thus meeting them half-way as the time allowed by the Entente is very short. They will hold a council and will probably take immediate decisions.

It is thought that Count von Brockdorff-Rantzau and the German plenipotentiaries will return on Sunday morning by special train.

This morning the German plenipotentiaries forwarded two new notes to the Secretary-General of the Peace Conference. The point in question is another reply concerning international labor legislation and a note concerning German properties in Allied countries.

League Project Printed

Paris, May 23.—(Via Koukaza).—Count von Brockdorff-Rantzau and all the German plenipotentiaries have left Versailles for Spa, where they will meet the German Ministers. They will return on Sunday.

The press publishes the German project for a League of Nations demanding the admission of all the belligerent States, equal treatment for commerce and industries between nationals and foreigners in the country to which they adhere. M. Clemenceau replied showing that the arrangements adopted by the Allies are more practicable.

On the subject of the liberation of prisoners of war, M. Clemenceau replied that this will commence as soon as peace is signed, except for Germans guilty of actual crimes.

Saar Basin Proposal

(Reuter's Agency War Service)

Paris, May 17.—Count von Brockdorff-Rantzau has sent M. Clemenceau a new note regarding the Saar Basin, proposing German co-operation in working the coalfield. Subsequently he went to Spa to meet the German technical experts from Berlin.

Martial Law In Berlin

Berlin, May 16.—Martial law has been proclaimed, it is stated, because of riots due to food shortages.

The Armistice Commission at Spa has made a protest alleging that the British censorship of the West Rhenish newspapers does not permit free publication and discussions of the Peace terms and requesting the removal of these restrictions

Plans For Blockade

London, May 16.—Reuter's Agency learns that, besides the military measures decided on by the Allies if Germany does not sign the Treaty of Peace, economic steps have also been settled the effect of which will be to re-impose the blockade in a most complete manner. On the other hand the Supreme Economic Council has arranged to raise the blockade if Germany signs and so gives an earnest of her intention to carry out the Peace terms.

Talk To Scheidemann

Berlin, May 16.—A deputation from the regions affected by the Peace Terms has met Herr Scheidemann, who said that the German Government was continuously discussing the counter-proposals which were unrestrictedly based on President Wilson's fourteen principles.

Talk To Austrians

Paris, May 17.—The British, French and Italian delegates met the Austrians for the first time today at St. Germain and discussed the revictualling of Austria.

The Allies have decided that the full text of the Peace Treaty handed to the German Delegation will be published immediately.

The Council of Foreign Ministers has adopted the Commission's report on the Bulgarian frontiers.

Treaty Is Finished

Paris, May 17.—The Austrian Treaty is nearly completed. The

clauses on the responsibilities of the war practically duplicate the German Treaty but the ex-Emperor, Karl, is not arraigned.

A clause provides that Austria shall pay one-twentieth of the German indemnity, namely, five thousand million marks.

Question Of Payments

Paris, May 16.—Allied Commissions are studying the questions of how much the late Austria can be made to pay, her future as a military power and also payment for foodstuffs sent to Austria. It is expected that the credentials will be exchanged early next week.

It is understood that the Italians have been strongly recommended to settle the Fiume question by direct intercourse with the Jugo-Slavs.

Frontiers Are Discussed

Paris, May 16.—The Council of Foreign Ministers are working out the subsidiary details concerning the new Austrian frontiers. It is anticipated that the Treaty will not be ready for presentation to the Austrians before May 21.

Four notes have been received from the German Delegation. M. Clemenceau, President Wilson and Signor Orlando are considering the replies, which will be transmitted as soon as Mr. Lloyd George has approved them.

It may be assumed that the Treaties with Turkey and Bulgaria, to which the United States, as it did not declare war on these countries, will not be a party, will not be dealt with until the treaties with Germany and Austria have been signed. It is quite probable that they will be negotiated and signed in Constantinople, Salonika or some other convenient town in the Near East.

Reply To Note

Paris, May 15.—Replying to Count von Brockdorff-Rantzau's note on the Labor Convention cabled on May 12, M. Clemenceau stated that the Allies were convinced that such solutions could be rendered easier in the future when the peoples' minds were free from fear of war and industry was relieved from the burden of armaments imposed upon it by German militarism.

The Allies are of the opinion that their decisions will obviate the solicitude of the German Delegation for the cause of social justice and secure the realisation of reforms, which the classes have more than ever the right to expect after the cruel trial to which the world has been subjected for the past five years.

Represents Esthonia

(French Wireless To Reuter)

Paris, May 23.—(Via Lyons and Koukaza).—A message from Helsingfors states that the Esthonian Minister for Foreign Affairs, M. Poska, is passing through Helsingfors on his way to France, where he will represent Esthonia at the Peace Conference in order to obtain recognition of the independence of that country.

He declared that there was no foundation for the rumor that Esthonia was objecting to the mobilisation in Finland. He said that in the Rautus district the Bolshevists on the Russian side had completely destroyed the railway-line for a distance of twenty kilometers by blowing it up, evidently fearing an attack by the Finns.

Fiume Point Unsettled

(Reuter's Agency War Service)

Paris, May 14.—The Fiume problem is still unsolved. The French view is that the maximum Italy now can hope is the declaration of Fiume as a free city with a Commission of the League of Nations as the administration.

It is reliably reported that the chief clause of the treaty with Turkey will establish Constantinople as an independent city under the jurisdiction of the League of Nations.

Criticism of the treaty with Germany continues in the French press. Many critics agree in declaring that the League, as outlined in the Covenant, is only a league of governments.

Dutch Minister Coming

The Hague, May 16.—The Dutch Foreign Minister, Jonkheer van Karnebeek, is proceeding to Paris on the 19th to confer with the Foreign Ministers interested concerning the revision of the Treaty of 1839 dealing with Belgium's status and frontiers.

Milner Is Named

Paris, May 15.—Lord Milner has been appointed President of the Commission dealing with the Italian colonial claims.

Passports Are Sought For Irish-Americans

(Reuter's Agency War Service)

Paris, May 17.—The Irish-American Delegation has asked Secretary-of-State Lansing to request the British Government to grant de Valera, Mr. Arthur Griffith and Count Plunkett safe-conducts to come to Paris to submit their case to the Peace Conference.

Czech Officer To Play At Olympic Wednesday

Lieutenant Frank Smit and Lada Kaigl, men of the Czecho-Slovak army, will play a concert of Czech music at the Olympic Theater Wednesday evening. The proceeds will go to the Chinese Red Cross.

Lieutenant Smit is an accomplished violinist and Professor Kaigl is a pianist of unusual ability. The artists gave several successful concerts in Tientsin.

BRITISH DROP BOMBS ON PALACE OF AMIR

Air Raids Against Stronghold Of Afghans Carried Out Successfully

(Reuter's Agency War Service)

Simla, May 21.—A telegram reporting an aerial attack on Jelelabad says that the bombing raids have been highly successful. In a night raid Captain Carbery dropped four small bombs on the Amir's palace while in a day raid four bombs were dropped amongst 200 infantry on parade, inflicting about 50 casualties.

The infantry scattered into their barracks, which were bombed by the next raid, six direct hits being obtained. All the bombs were dropped in the town which is much knocked about.

About fifteen machines participated and nearly two tons of bombs were dropped.

CURZON CALLS TREATY EXCEEDINGLY MODERATE

German Shrieks And Protests, He Suspects, Were Much Made To Order

(Reuter's Agency War Service)

London, May 16.—Lord Curzon, in his speech at the Primrose League meeting at Caxton Hall, said he suspected that the German shrieks and protestations were very much to order and to be expected of those who had been arrogant in aggression, pitiless in victory and insolent in defeat.

If Germany refused to sign the Allies were prepared for the emergency. We still had the weapon of blockade and sufficient military forces to secure the ultimate surrender of Germany, which could not long be deferred. They might be sure the Peace Terms were astoundingly moderate compared with the terms Germany had intended to impose if she had won.

DOMINIONS TURNED SCALE IN WAR, SAYS BONAR LAW

Tells Empire's Future Needs At Luncheon Held For Sir Robert Borden

(Reuter's Agency War Service)

London, May 16.—Presiding at a farewell luncheon in honor of Sir Robert Borden given by the Empire Parliamentary Association at the House of Commons today, Mr. A. Bonar Law said that when he remembered the vicissitudes and uncertainties that surrounded us during the war he believed that without the aid of the Dominions the Allied victory could not have been achieved.

However much we might hope from the League of Nations it is certain that among all the problems, difficulties and duties before us there was none so vital as that every statesman and the whole of the people throughout the Empire should realise that, as the empire had been one throughout the war, it must be one in the future.

SITUATION IN KOREA IS STILL UNSETTLED

'Self Controlling Society' Is Organisation Formed To Check Revolt

(Reuter's Pacific Service)

Peking, May 22.—A message from Seoul, dated May 14, indicates continued unrest. Korean independent newspapers and disquieting notices to the Koreans are still being circulated with much skill.

A curious reform movement is being carried on in some places by the Japanese who have organised a "Self Controlling Society," which Koreans are required to join and keep its rules or be severely dealt with. The regulations of the Society are:

Purpose.—Mutually to help and warn, and to stop trouble; to forbid stealing, and gambling and to conserve rank and custom in Korean villages.

Name.—This shall be called the "Self Controlling Society" of any township, and a branch shall be in each village.

Members.—All males, from eight to fifty years of age, living in the township.

Oath.—Members must swear not to engage in any useless work and to obey township officials and police.

Reports.—No members shall gamble, and if any member sees another member gambling or committing theft he must let it be known and report to the police.

If any member seeks to engage in useless work (agitation) the other members must exhort him not to do so and at once inform the police.

If any members or others plan any agitations or try to lead others into doubtful undertakings the members of the Society must not let them continue and must quickly report to the police.

If any trouble should arise the members of the Society must help the township and police officers and continue to help until the trouble is over.

Expenses.—The Society shall not receive money from the people. All members from the President down, must report their special work to the police.

Wedding

Ozorio-Ribeiro

The wedding of Mr. Charles Ozorio to Miss Gladys Ribeiro took place yesterday afternoon at the St. Joseph's Church, Rue Montauban, in the presence of a large number of friends, the Rev. Father Le Cornec officiating. Mr. August Silberman acted as best man, while Mr. Charles Ribeiro, a brother of the bride gave her away.

The bride was daintily dressed in a white satin charmeuse trimmed with silver lace, and wore a crown of orange blossoms with veil. She carried a shower bouquet of white carnations and gypsophollis. The bridesmaids were Miss Nina Encarnacao and Miss Irene Ozorio. Master George Rangel, the two-year old son of Mr. and Mrs. A. M. O. Rangel, accompanied the bride as page.

Following the ceremony at the church a reception was held at the home of the bride's mother, where the happy couple were greeted by a host of wellwishers.

Mr. and Mrs. C. Ozorio left last evening for Soochow, where they will spend their honeymoon.

Country Not Misled By Him, Says Asquith

Former Premier In Address Refers To Speech He Made About Munitions

(Reuter's Agency War Service)

London, May 17.—Speaking at Newcastle today, Mr. Asquith referring to his well known speech made there when he was Premier, when he gave an assurance that there was no shortage of munitions, warmly denied that he deceived the country. His former statement was carefully limited to the past. He had not attempted and had not wished to conceal his anxiety regarding the future.

It was a false test of the Peace Treaty to ask how it compared with the terms a victorious Germany would have exacted. A German peace would have meant everything that could morally humiliate and that could be a permanent serfdom upon the race and free economic and political development of peoples but that could not be a model to which we should try to conform. The League of Nations should be set up without avoidable delay.

BOYCOTT OF JAPANESE FELT IN LAICHOWFU

Chamber Of Commerce Planning To Put Nipponese Goods Under Ban

(China Press Correspondence)

Laichowfu, Shantung, May 20.—Quiet old Laichowfu is beginning to feel the agitation for a boycott. Forces move slowly here, but they do seem to be on the point of doing something. It is understood that the Chamber of Commerce is in communication with other places and are going to put a ban on Japanese goods.

Sixty-six thousand cash seems a small price to pay for a life. Three men have been arrested for being implicated in the robbery and desperate assault reported a few days ago. The two wounded men are in the mission hospital. The old man of over 70 has some very serious wounds in the head. It is said that these three men will likely lose their lives for their deed.

The Baptist mission here is doing some needed building. A hospital for women is being finished by the physician, Dr. J. M. Gaston. With grey stone and material from nearby quarries there is being put up a building for the girls' boarding school. It is trimmed with pure white Laichowfu marble, and is one of the prettiest of all our mission buildings.

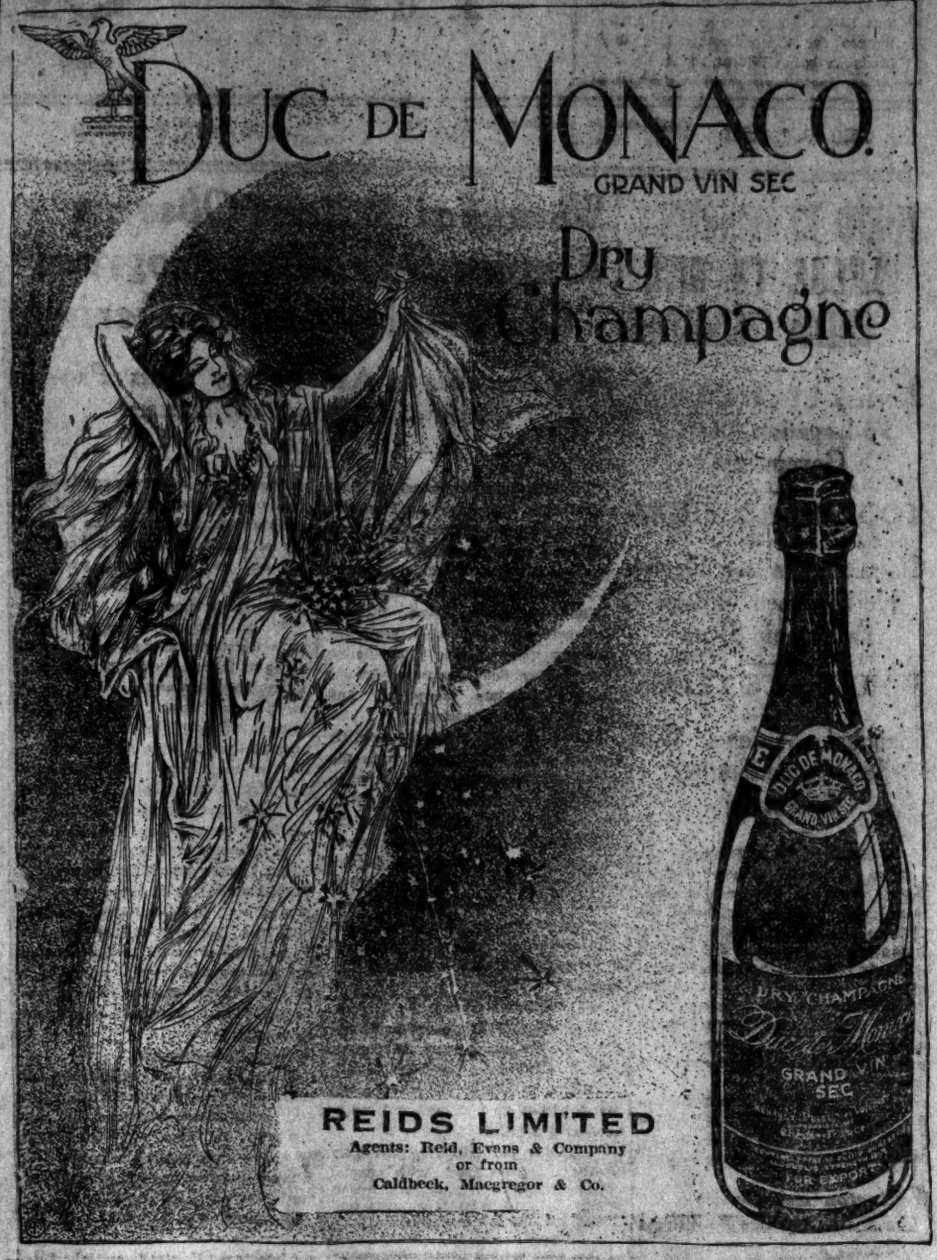
Edgar Carter, the little son of Mr. and Mrs. Edgar L. Morgan, is improving after typhoid, and he with his parents will soon be leaving for America.

Woman's Club Circle Has 'Feast' June 5

Literary Department Gives Dinner Following Last Meeting Of Season

The Literary Department of the American Woman's Club will hold its concluding meeting of the season June 5 when there will be a program in continuation of the department's course of study on China. The meeting will be in charge of Miss Bosworth and Miss Laura White, who has been many years in China and is editor of the Women's Messenger will read a paper on "What Chinese Women Are Doing for the Betterment of Their Sex."

The meeting will be followed by a "birthday feast" which will be held in one of the leading Cantonese restaurants. All members of the Club are invited to attend and ladies may bring their husbands. Tickets will be on sale at the meeting.



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"Just A Bunch Of Men"

"Mother, What Is A League Of Nations?"
"Oh, Just A Bunch Of Men"

Editor's Note: This cartoon is reproduced from The Suffragist, the publication of the American National Woman's Party, a magazine that, incidentally, is not so well known in Shanghai as it should be. This cartoon is more than a neat satire, it is more than an accurate commentary on contemporary history. It is the epitome of a biologic fact. In it is depicted all the scorn of womankind for the stuffy, artificial and inconsequential affairs of men, the contemptuousness of mother-wisdom for men's heavy preoccupation with the things that count least. And why not? What else is there to say about the League of Nations, the solemn "issues" and arguments that fill newspaper columns than "Just a bunch of men." What group of women, confronted with the situation of the last ten days of July, 1914, would have sat in offices telegraphically arguing over diplomatic niceties, precedents, questions of "face" and artificialities of boundaries where human life was at stake, meanwhile letting the situation drift to organised slaughter with all its foreseeable consequence? What group of women, confronted for four and a half years with the killing every day of thousands of men, would have allowed any obstacle subject to human control to prevent them from getting together over a table and finding some settlement to end the slaughter of sons, husbands and fathers? What group of women, confronted in the last six months with the needs of a raw and bleeding world and the crying hope of all humanity that this might never be again, would have sat for months debating cold formulae, backing and filling over a city here and a city there, over trade rights for one country or for another country and ending in the old, old way, when the only thing that really matters is the protection of the sacredness of human life? Women might make as many mistakes, yes, but they would never get so tangled in the "rules of the game" as to forget that they were dealing with lives—with men, women and children. For the giving of life costs women too much for them ever to forget.

Of man-made law and a man-made society we have had enough, and more than enough. At running the world men have been a crying failure. A change will be only gain. Universal suffrage? No. Disfranchise men! Let democracy go hang. Votes for women only! They can do no worse. There can be no worse.

News Brevities

Mayor Shen Pao-chang of the Shanghai City formally took over the office of the Shanghai Taoyin yesterday at the Chapei Yamen, left vacant by the death of the father of former Taoyin Wang Keng-ting.

• • •

Because of the Empire Day celegration, there was no hearing of civil cases at the Mixed Court yesterday.

• • •

A Chinese woman was fined $30 yesterday in the Mixed Court for selling opium at 497a Foochow Road. Another Chinese was fined $20 for having in his possession a quantity of opium.

• • •

A Chinese was sentenced to four years' imprisonment yesterday in the Mixed Court for extorting money from a man living at 116 Thibet Road. His accomplice was given two years.

• • •

Seven years' imprisonment was the sentence imposed yesterday in the Mixed Court on a 21-year-old boy who participated in several armed robberies in the International Settlement.

• • •

The annual general meeting of Tenah Merah Estates; 1916, Ltd., will be held at 2 Klukiang Road on June 11 at 4 p.m.

• • •

Dr. and Mrs. F. A. Robinson and family are leaving for home tomorrow on the Shinyo Maru. Dr. Robinson expects to return to Shanghai in the Autumn.

Laura Guerite Company

The Laura Guerite Revue Company opens its second week at the Lyceum Theater tomorrow night with "Oh Baby," a musical melange in six scene written by Laura Guerite and George Ross. "Oh Baby" will also be staged Tuesday night.

Wednesday and Thursday nights the company will produce "The Follies," a rollicking musical comedy.

Last night the able company repeated "Very Good, Eddie," Al Jolson's great show, before a big house. Miss Guerite and George Ross again starred.

Reserve Judgment In Bookdealers Case

The hearing of the case against three Chinese bookdealers selling literature detrimental to the peace of the Republic was concluded yesterday in the Mixed Court before Japanese Assessor Hayashide and Magistrate Tsang, decision being reserved.

A large number of books alleged to be treatises on Socialism were seized by the Municipal Police, including such books as "The Democratic Bill," "The Precious Mirror for Workmen," "Liberty," "Clothing, Food and Country," "The People's Voice," "Peace," "The Toiler," and "La, Erolieclo."

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FOREIGNERS IN SHENSI ARE GUESTS OF TUCHUN

Kienchow Still Closed With Troops Surrounding It On All Sides

(*China Press Correspondence*)

Sianfu, Shensi, May 15.—On Thursday, the 30th ult., Tuchun Chen Shu-fan gave his third annual dinner to the foreign gentlemen of this city. Several of the leading Chinese officials were also invited.

The writer was the first to arrive and was personally received by His Excellency in his private office, where a little chat was enjoyed until the other guests began to arrive. Then all went in to one of the guest rooms for a few minutes. From here the guests were led through several gardens to the main one, where an artificial lake is located, on the south border of which is an artistically built pavilion where coffee and cakes were served. After this a photo was taken of the gathering on a rocky prominence in the garden. From here all went to the banquet hall where a large table was spread. The seat for each one was designated by cards. The table was profusely decorated with roses, as also the room itself. Here an elaborate and long dinner was served, prepared by the skilful hands of a Chinese cook who had followed the French epicurean's taste. In fact, this cook belonged to a Chinese official (who was also there), who had studied law in France. He was well versed in the French language, too. It was after 6 o'clock when the guests left. All were unanimous in pronouncing this year's dinner and entertainment the best that they yet attended.

The city of Kienchow (Chienhsien) is still closed. The Tuchun's troops have entirely surrounded it, but as far as we can find out no attacks has been made for over a month. Letters come out once in a while from the only missionary couple there, but they cannot leave on account of the 300 refugees on their station.

The last letter to us stated the city has been closed 90 days, altogether. Just heard, while on a four days' trip in that neighborhood, that the outsiders wanted to again attack. The Fengtien general, Hsu Lan-chow, does not want to fight, but observes the armistice until the Conference in Shanghai has concluded its deliberations. He does not object to attacking Chen, though, for his truce-breaking. Coming through Hsieniang we noticed the new moats and ditches built around it. These have been dug for the purpose of hindering Hsu Lan-chow's troops coming in. As Hsieniang is on the Wei River it is an easy matter to let water come in to these moats, locks having been erected on the river side for such an emergency. It remains to be seen what will happen within the next few days.

Opium is flourishing in the districts, and the fields were beautiful to look at. But the wheat is not too good.

China Political Notes From Chinese Press

Mr. Chu Chi-chien arrived in Peking Friday night and immediately called on President Hsu Shih-chang. His decision to resign, it is learned, is final. He told his friends that even if the peace conference should be resumed, he would never accept the office of the Chief Delegate again.

According to the delegates in Peking a number of members of the Southern delegation would refuse to serve on the delegation when the parley reopens. A number of changes would have to be made.

The Cabinet has telegraphed to Tuchun Nin Shih-chung of Anhui and General Liu Tiao-yuan to settle the anti-Japanese riot at once in Wuhu and to instruct the military police to take stringent precaution against further disturbance.

It is reported that General Lu Yung-ting is going to Canton to present certain definite and practicable plans to the Military Government on the peace move.

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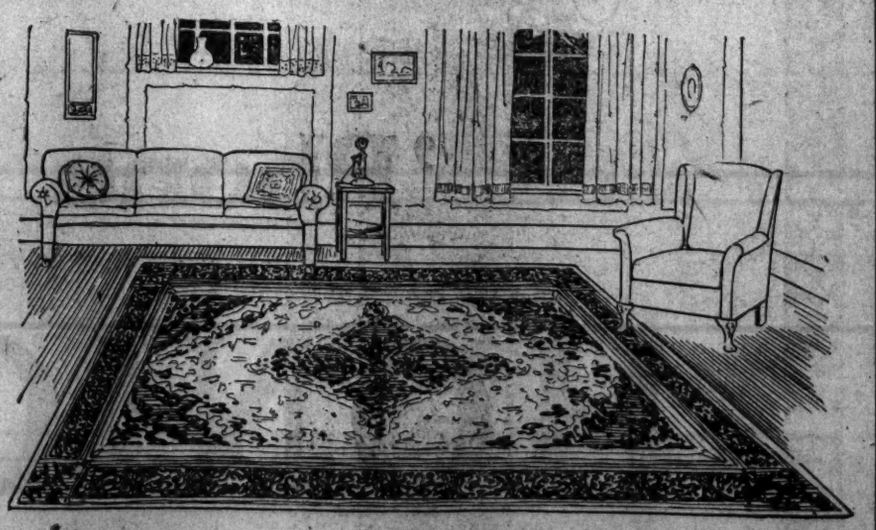

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PEKING CLUB OF 1919 IS NEAR DISSOLUTION

Outcome Of Shantung Question Is Given As Reason For Development

(From Our Own Correspondent)

Peking, May 21.—The Club of 1919, which came into existence through the combination of Premier Chien's party and Liang Shih-yi's old Chiaotung or Communications Party, is breaking up. The Government's handling of the Shantung question was the issue that caused the split, Liang Shih-yi's party, to which practically all the members of Parliament from Shantung belong, being dissatisfied with the way the Government has handled China's Shantung case at Paris. The Shantung men are likewise displeased with the acceptance of Fu Tseng-hsiang's resignation and the Government's treatment of Tsai Yuan-pei and the student body.

The split in the Club of 1919 is regarded as a severe blow to the Premier and President, as the club was formed to strengthen their position and act as a foil to the Anfu and military parties. Hsu Hsi-chang and Chien Nung-hsun are now weak in parliamentary support at a time when they need all the assistance that they can get for the achievement of their reconciliation policy and the warding off of the proposed military coup.

Nurse Edith Cavell Is Honored By France

Cross Of Chevalier Of Legion Of Honor Awarded To Her

(Reuter's Agency War Service)

London, May 15.—Reuter's Agency learns that the French Government has decided to award the late Nurse Cavell the Cross of a Chevalier of the Legion of Honor.

Return Of Tsingtau Pledged By Tokio

(Continued from Page 1)

feared that certain enthusiastic students in the suburbs will come into the Settlements and create trouble with the non-strikers.

Teachers Of Peking Schools Meet To Discuss Strike

(From Our Own Correspondent)

Peking, May 21.—The Association of Teachers of Peking Schools met yesterday evening to discuss the students' strike, which has now been going on for three days and covers 24 schools and 16,000 students. There was a strong sentiment at the meeting in favor of addressing a petition to the Government to keep education out of politics and to make impossible forever the appointment to the Ministry of Education of such men as Tien Yin-huang. It was decided, however, to leave this matter and all other negotiations with the Government to the heads of the Government schools, from whom all matters of this nature should, strictly speaking, come.

May Reach Compromise

Since the arrival of Tsai Yuan-pei's telegram stating that he would return to his duties at the Government University provided his students were treated with fairness and justice all of the directors of Government schools in this city have resumed their duties and are in a position to take up outstanding issues with the Government. The directors are willing to compromise, and feel that the students will yield in regard to the Tsingtau question and the punishment of Tsao Ju-lin, Chang Chung-hsiang and Lu Chung-yu if the Government will reinstate Fu Tseng-hsiang and Tsai Yuan-pei at once.

The Government, too, is anxious for a compromise in case a satisfactory solution can be reached with dignity to itself; and, with this spirit animating both officials and teachers, the negotiation of a "way out" with which the students will fall into line appears likely.

Demonstration Is Staged By Students In Sutsien

(China Press Correspondence)

Sutsien, N. Kiangsu, May 20.—Sutsien is a little slow sometimes to get on the band-wagon, but it always gets there just the same. Yesterday the city put itself on record in the most decisive way on the Japan-Shantung question. Early in the day the streets began to resound with the singing of marching students. All the schools of the city and country around took holiday and spent the day making the air hot with invectives against Japan and everything Japanese.

Students In Parade

About eleven o'clock the great procession began, led by hundreds of students from the various schools. The marching throng sang a song written by a celebrated scholar of Sutsien. The burden of the song was a call to patriotism, especially calling on all the people to hark back to the spirit of Wei Sheng, Liu Djiang, and Hsiang Yu. This last named is famous in song and story in all this section for his many virtues and for the fact that he is the one King that Sutsien has furnished China. The song was a stirring call to the people to refuse to submit to the despot whatever it might cost.

Before the main procession, went several bands of students putting up placards all over the city. These students took special delight in putting the placards directly over the big advertising signs which sellers of Japanese goods had put up on the walls. Most of the placards thus used to cover up the Japanese advertisements bore the legend "Don't buy Japanese goods." In the procession were hundreds of standard bearers holding aloft such slogans as Tsingtau must be returned," "Punish the traitors," "Look at Korea," "Use only Chinese goods," "Away with China's shame," in enormous letters they carried the ensign "Sacrifice Self, Save Country."

Significant Flags

Two other rather significant flags were carried by the students one was: "Away with secret treaties." The other was: "Horse hide wrap up dead body," being a reference to the old custom of wrapping up the bodies of slain warriors in the hides of horses, and it points to the fact that even long-suffering China will in desperation turn to the sword rather than submit to the domination of the neighbor on the east. If the country lives up to one slogan that was given considerable prominence in the procession, this boycott may be more effective than some of the others have been, namely: "Don't be hot for just five minutes."

At the meeting which followed the procession, speeches were made by the representative of the various schools of the city and by the representatives of the Chamber of Commerce and the various other organisation of the city. The speeches emphasised the necessity of standing together in the matter of the boycott. Several of the speeches had a very distinctly ideal tone to them, beseeching the people to turn from their selfish ways and seek the good of the nation, scathingly denouncing the traitors who had sold their country to Japan for paltry gain.

President's Mandate Due To Japanese Boycott

(From Our Own Correspondent)

Peking, May 22.—President Hsu has drafted a mandate, which will be issued some time this week, instructing the officials and the people to take every precaution for the protection of foreigners and to see to it that no aliens in this country come to harm. This mandate is a direct result of the Japanese boycott and the resulting fears of Japanese officials in China for the safety of their nationals.

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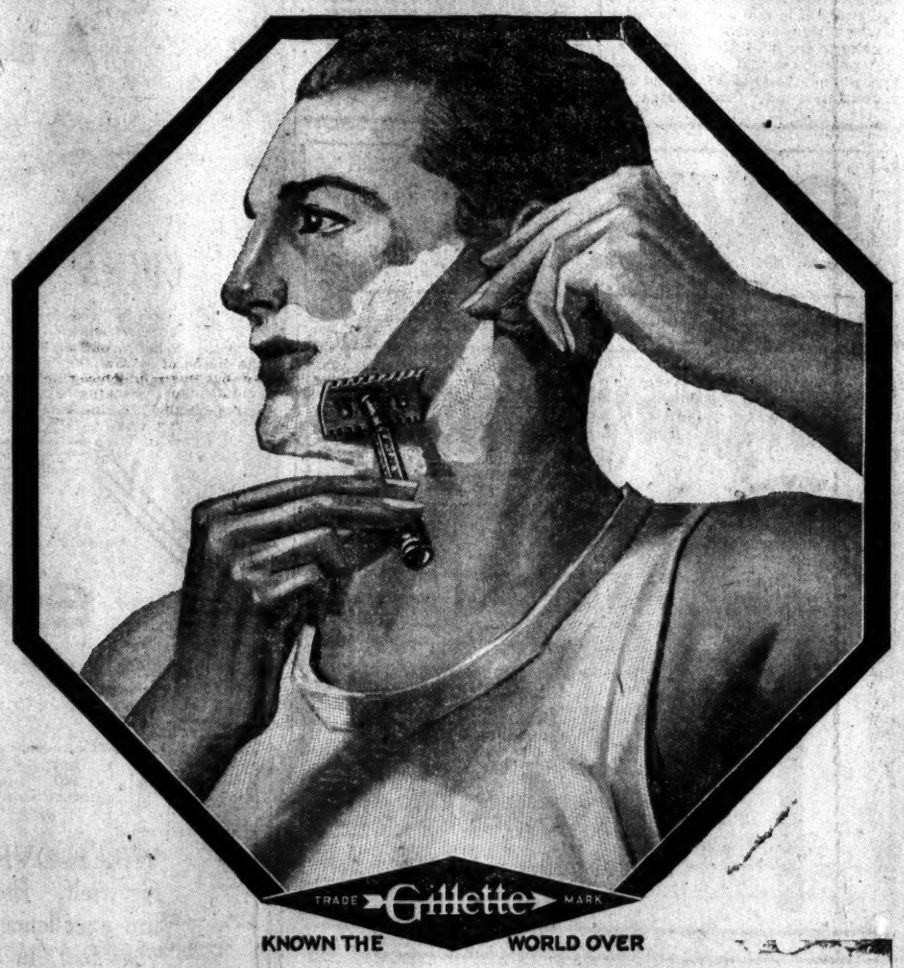

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JAPANESE PLOT SEEN TO OVERTHROW CABINET

Reports In Military Circles Say Tuan Chi-jui May Be Returned To Power

(From Our Own Correspondent)

Peking, May 21.—For the past few days there has been current in military circles here a report that the Japanese are negotiating through trusted agents for the downfall of the Chien Cabinet and the return to power of Tuan Chi-jui. This report has been growing stronger daily and has gained credence through the fact that General Tuan, General Hsu Shu-cheng and General Ting Shih-yuan have for at least a week been almost constantly in the company of Japanese.

Japanese Activity

The Japanese are telling the militarists that the Southern Constitutional Party and the Southern radicals are being financed with money obtained from American sources, and that this fact explains the strong stand taken by Tang Shao-yi and his colleagues at Shanghai in regard to the eight demands made by the Southern delegation to the Central Government. The militarists in Peking are being led to believe that there is only one way to meet the changed attitude of the South; they must, unless they wish to yield to the South entirely, take the helping hand that Japan, according to its agents, is only too glad to hold out to them. These agents say that Japan has time and again shown her readiness to provide funds and the wherewithal to make war, and that with the aid of adequate money and supplies the Northern military party could conduct a successful campaign against the South, thus eliminating the threat from that source, as well as removing the American menace in the South and rendering improbable the realisation of the plans of the new Consortium, with their inevitable death-blow to the aspirations of the military group.

Opening Is Seen

It is argued, and the militarists are believing it, that the continued disruption of the Shanghai Conference will being with it the loss of prestige and resignation of the Chien Cabinet, thus opening the way for the formation of a Tuan ministry. When Tuan is once in power the Japanese agents state that their government will return Tsingtau and the Leased Territory to China without any conditions attached to the cession, and they hint that this action will enormously increase the prestige of General Tuan and his followers, to whom the credit for negotiating the unconditional return of Tsingtau to China will be given.

Members of the anti-Tuan parties point out the dangers of such a policy, not only to China but to the world at large. They say that the cession of the Leased Territory to China without conditions will make a very favorable impression upon the world at large, and that European and American fears as to Japan's designs in China will be lulled to rest. They will see only the fact of the return of Kiaochow without realising the conditions beneath the surface. And under the crust Japan will, as in the past, be in a position to get what she feels that she needs for her economic development in China in return for the money and supplies that her financiers furnish the military party.

There is, accordingly, an almost feverish activity among the anti-military parties here to effect the reconvening of the Shanghai Conference and obtain for China peace by negotiation at the earliest possible hour.

Four Decisions Reached By Cabinet At Peking

Peking, May 21.—The last meeting of the Cabinet arrived at the following four decisions with regard to China's domestic peace situation:

(1) The South must recognise Hsu Hsi-chang as President of the Republic.

(2) Inasmuch as the Government is opposed to further warfare the Peace Conference must reconvene at the earliest possible date.

(3) The Northern delegates shall remain at Nanking until the Peace Conference is reopened.

(4) The policy of the Cabinet shall be a policy of peace.

Rubber Prices

Messrs. R. N. Truman and Co. have received the following telegraphic report from their Singapore agents in connection with the last weekly report auctions held on Wednesday May 21:

Average price realised:

No. 1 Smoked Sheet—$0.74 per pound equivalent to 1s. 9d. ex warehouse Singapore.

No. 1 Crepe—$0.77½ per pound equivalent to 1s. 10d. ex warehouse Singapore.

Market dull, offered 820 tons; sold 468 tons.

Messrs. Meyer and Measor Singapore, report that auctions this week showed prices of 76 cents to 77¼ cents for Pale Crepe and 73¼ cents to 75 cents for Smoked Sheet the tendency of the market being easy

Shanghai Britons Observe Empire Day

(Continued from Page 1)

members, which function was featured by an inspiring program of speeches. Those speaking were Mr. H. G. Simms, chairman of the Club; Mr. D. Siffert, Consul-General for Belgium; Sir Everard Fraser, British Consul-General; M. Wilden, French Consul-General; Mr. Thomas Sammons, American Consul-General, and Mr. de Rossi, Italian Consul-General.

Hope For Future

Mr. Simms said:

"In looking back over four years of war one hope stood out like a great light amid the encircling gloom. That hope was that when German militarism was finally broken there would be no more wars; that we would enter a period of universal peace, a peace founded on the broad principles of justice and fair dealing, principles which, in so far as it is humanly possible, have for their object the federation of the world, the establishment of a League of Nations to make war and its attendant horrors well nigh impossible. It was our hope that the suffering which the nations have had to endure would have an impelling influence in hastening an advance towards the realisation of that beautiful ideal, peace and goodwill on earth.

"Gentlemen, as long as man is man, the path which leads to that goal must prove difficult and tortuous, so difficult that we can well excuse those who are skeptical of our ever being able to overcome the obstacles. On the other hand there is a real and sincere desire on the part of the great nations who have borne the terrible burden of the war that we should press on towards that goal, notwithstanding the many pitfalls we are bound to encounter, and encouraged by the lofty example and perseverance of our valiant soldiers and sailors, several of whom we have the honor of welcoming here today, we should refuse to accept defeat in this most noble cause.

"Gentlemen, on this Empire Day our hearts are filled with a deep sense of thankfulness that our just cause has triumphed and that Germany who imposed this most cruel war on the world must now shoulder the burden which stern justice decrees she must bear, restitution, reparation, and guarantees for her future good behavior. She will find that the terms of peace are not of the scrap of paper order because there is a mighty force ready at hand to see that she carries out those terms.

Security Is Guaranteed

"As the time is still distant when man's predatory instincts will cease to make their influence felt in the world, especially in the case of the boche, the Allies in their wisdom are providing practical guarantees that France and Belgium will have security from aggression in the future. France the British Empire and the United States form a combination which will make for world peace and with Italy added, there will be erected an effective bulwark against which German aggression can make no headway.

"When a great part of the world is trying to pursue the path of peace, Bolshevism stands like a specter in the way. Injustice and violence, cruelty and general destructiveness are its chief features. Like an evil epidemic it spreads quickly until it comes up against just and enlightened government. In her hour of trial we extend our sympathy to Russia and we hope that, German militarism having been put out of the way, this scourge of humanity will soon disappear, so that Russia, united and free may soon be able to resume her proper place among the nations.

"As we pass from war to peace this Empire Day gives us Britons a fitting opportunity to renew our manifestations of goodwill towards all our Allies, feelings which it is essential we preserve, now that our companionship in suffering has happily come to an end. Throughout the dark days of the war unselfishness and goodwill contributed in no small part to our final success. By the continued exercise of those high qualities we shall surely pursue the path which leads to universal peace."

The other speakers paid tribute to Great Britain's great achievement in the war, each being enthusiastically received, and following the program of speeches Mr. Noel conducted an auction of autographed documents and photographs of leading British statesmen which netted over Tls. 3,000 for the King's Fund for the Disabled.

Dinner In Evening

Last night the Allied Services Association held a dinner at the Palace Hotel. Representatives of the French Returned Soldiers' Association and Major Arthur Basset, U. S. Army, were the guests of honor and Malini, the magician, gave an hour's entertainment.

Major A. H. Hilton Johnson presided and following the toast to the King, called upon Captain Alister Campbell. The latter referred in touching words to the memory of Britons who gave their lives in the war. "It is our duty to take up the torch and carry on in their behalf," he said.

Captain Campbell then proposed a toast to "our noble dead."

Dr. H. Fresson, speaking on behalf of the French Association, paid a tribute to "the faithful Allies since 1914." He told of the armistice day celebration in Paris and recalled a procession which was headed by a French pollu carrying a banner on which was inscribed "our Allies since 1914."

"The same thought comes to me tonight and I can only propose a toast to our Allies since 1914 and our Allies of the future," said Dr. Fresson.

Major Hilton-Johnson welcomed the new members of the Association who have recently returned from the front and expressed the hope that returning Americans would add to the membership roll. He spoke of the original objects of the Association and expressed the hope that the members would realise that they were banded together for another object—to counteract the tendency to forgive and forget too soon.

"I do not preach a doctrine of hate," said Major Hilton-Johnson, "because I believe that hate is manifested inversely proportional to the distance from the front line."

"It is for us to dislike our enemies," he said.

Malini entertained with a legerdemain performance similar to those with which he has delighted many local audiences, giving his services gratuitously at the dinner.

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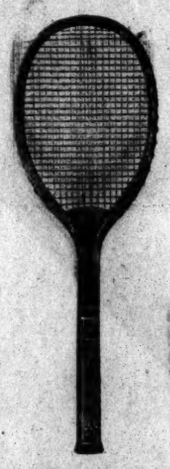

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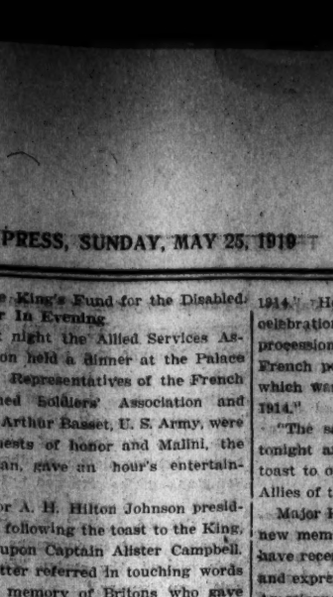

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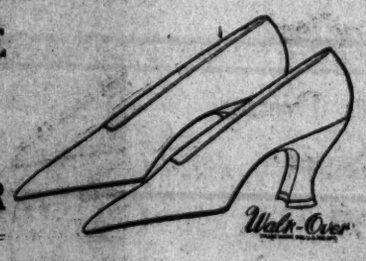

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WALK-OVER SHOE STORE

"THE STORE AHEAD"

24 NANKING ROAD

ANNUAL BANQUET HELD BY CHINESE Y.M.C.A.

Former London Consul-General Talks On Power Of Organisation

About 300 attended the annual membership banquet of the Chinese Y.M.C.A. last night at the Association Gymnasium. Mr. Y. S. Tsao, late Consul-General in London, was the principal speaker. Mr. S. C. Chu the Vice-President of the Association, presided. A successful musical program was also given. Mr. A. W. Gerliner, a famous Russian pianist, whose life was spared by his Austrian captors on account of his wonderful talent, rendered a piano solo. Dr. Samuel Chiu gave a vocal solo while a quintet, consisting of Messrs. C. D. Gianque, Evan's Gill, George Fitch and S. K. Tsao and Dr. C. A. Siler, sang three delightful songs.

Vice-Admiral Ho Ping-chang, aide-de-camp of the Chief of the Admiralty, presented the prizes to the various winners of the teams that worked during the recent membership campaign. The captains of the units told of their work during the camapign and Mr. S. K. Tsao, General Secretary of the Association, tendered a vote of thanks to the team-workers at the conclusion of the banquet. The Lunghua Orphanage Brass Band furnished a selection of patriotic tunes. The Boy Scouts of the Day Schools of the Association also sang.

Y. S. Tsao Is Speaker.

Mr. Y. S. Tsao spoke on the power of organisation.

"During my 12 years in the United States and England, the one great lesson which impressed me and which I wish to impart to you is the necessity, importance and power of organisation," said Mr. Tsao in part. "Without organisation, funds and men power will be useless. Without organisation, money will disappear as money disappears in this country. Without organisation, you may have a lot of men, but they will be only a mob, they may fight, but they will only die off without any accomplishment."

The former London Consul pointed out that China's split between the North and the South was due to the lack of organisation. He also expressed his doubt over the present boycott movement.

"If we had organisation, we need not talk about boycott. I am afraid the movement is too late. It should be prepared and organised beforehand," he said.

The speaker asserted that the West had organisation sometime ago, but the East is just beginning to learn the power of organisation. He illustrated the power of organisation with the difference in the college students in America in the extra-curriculum activities, the leader among the multitude and the scientific study of trade methods in American Corporations.

Mr. Tsao expressed his satisfaction with the work being carried on by the Y.M.C.A., whose spirit is the spirit of organisation which, he said, should prevail in every family, society and country.

List Of Prize Winners.

The following were the prize winners:

First Prize: a silver bowl, donated by the Sincere Co.—won by T. W. Lee of the Chung Wha Optical Co.

Second Prize: a silver cup, donated by the Woo Sing Jewelery Store—won by W. C. Chang, of the Koo Lee Kee Shipping Agency.

Third Prize: a silver shield, donated by the Sincere Co.—won by S. K. Lu, of the Sincere Co.

Prize for the individual member of each team attaining the highest points: a gold watch fob:

Team.	Winner.
Kwang Dah	S. K. Lu.
Kwang Li	Walter Chen.
Kiang Hwa	S. M. Wong.
Hsin Ning Shao	Y. C. Zah.
Hsin Ming	C. W. Nieh.
Hsin Chi	E. S. Ling.
Ning Shao	C. M. Hsu.
Nanking	R. P. Roberts.

Membership Prize: First T. W. Lee (159 members).

Two pairs of spectacles donated by the Shanghai Optical Co.—won by Van Shien-chun.

One set of "Universal History" donated by the China and America Book Co.—won by Lee Tsen-ngoo.

Four sets of Chinese Encyclopaedia donated by the Commercial Press.

Won by H. C. Chow.
Y. C. Zung.
C. C. Van.
S. Y. Wong.

A silver shield donated by Captain Loo Wei-chung awarded to the member of his team attaining the highest point—won by W. C. Loo.

MISSIONARIES HEARD ON SHANTUNG QUESTION

Peking Association Members Send Recommendations To Governments

(Reuter's Pacific Service)

Peking, May 23.—The Peking Missionary Association at a special meeting on the 22nd resolved to address their Home Governments and the peace conference as follows:

"As a body of foreign residents in Peking and the neighborhood who, by reason of their intimate relations with various classes of Chinese may claim to be peculiarly in close touch with Chinese thought and feeling, the members of the Peking Missionary Association beg respectfully to draw attention to the deep disappointment and apprehension caused to all the best sections of Chinese opinion by the published accounts of the action of the Peace Conference in Paris relating to Shantung. This disappointment and apprehension is, in the judgment of this body and in the light of information at our disposal, perfectly justified.

"Very ardent hopes were widely entertained by the Chinese people that the Peace Conference would restore Shantung to China, bringing to an end all agreements with or concessions to Germany. The Chinese further hoped that such a decision by the Peace Conference would signalise the beginning of a new order in international affairs as regards the Far East and secure to China peaceful development in harmony with all other nations.

"The settlement of the Shantung question as made known in the press, has dashed those hopes to the ground and created a serious situation. It is the gravity of this situation for Japan as well as for China that we, as a missionary association, wish to emphasise with all force at our command. We feel that a movement has been started in China as a result of the disappointment referred to above which is likely to grow in strength and persist and which, if disregarded and its aspirations remain wholly unsatisfied, will seriously menace the peace of the Far East.

"We feel bound to express our conviction to this effect."

TRADING COMPANY AGENT ARRIVES ON COLOMBIA

Pacific Mail Liner Arrives From Manila With Full Passenger List

Mr. Thomas A. Burns, chief engineer of the Wah Chang Trading Corporation of New York and Shanghai, arrived here yesterday on the Pacific Mail liner Colombia from Hongkong, where he has been on a business trip for the Corporation.

Mr. Burns comes to North China to organise and develop sales of manufactured products and machinery. The company he represents is the only Chinese corporation in the United States incorporated for more than G.$1,000,000. The firm contemplates the establishment of branches throughout China.

The Company is connected with Niles, Bement and Pond, manufacturers of railway equipment; Ingersoll Rand Company, manufacturers of mining machinery, and others.

Colombia Brings Many

The Pacific Mail liner brought 65 passengers from Hongkong including 34 Chinese athletes who formed part of the China team at the Manila Olympic. Passengers for this port included Mrs. Nellie B. Wilcox, Mr. C. W. Beswick, Mr. and Mrs. M. L. Bugbee, Mrs. Irene G. Croft and Mr. P. E. Doncaster.

Mr. J. D. Armstrong, manager of the Sperry Flour Company at Tacoma, accompanied by his wife and daughter; Messrs. J. A. McCandless, John Watt and John Hind, Honolulu sugar men who have been investigating sugar conditions in the Philippines; Mrs. E. N. Short, Miss Ethel Moroney, Miss Margaret Webster, Messrs. R. I. Harrison, J. J. Handelsman and Mrs. W. P. Neeson were among the through passengers.

The Colombia left for Japan ports and San Francisco yesterday afternoon, taking 2,009 bales of silk, mails and thirty passengers from this port.

Among the Shanghai people leaving for San Francisco were Mr. and Mrs. R. D. Bunn, Mrs. F. W. Sutterle and three children, Mrs. S. Pike, Mr. S. G. Petree, Mrs. L. D. Loehr and child and Mr. G. A. Richardson. Miss L. Lissack left for Honolulu, Japan passengers included Mrs. E. Elliott, Mr. Charles Stone, Mr. F. C. Cornish, Mr. F. H. Taft and Mr. C. R. Thompson.

WHY ISHII OPPOSED CHINA ENTERING WAR

Says Unrest Of Vast Population Would Have Resulted Without Aid To Allies

Washington, April 24.—Viscount Ishii, the Japanese Minister to the United States, who was Japanese Minister of Foreign Affairs in 1915 when China was trying to enter the war, gave in a statement to The New York Times today his explanation why he could not then indorse such a plan. It was to the effect that he felt that a declaration of war by China against Germany at that time would have added immensely to the excitement of the people and created confusion throughout all of China, from which China and Japan would have suffered.

The Japanese Ambassador's statement was prepared by himself after he had read the special despatch from Charles A. Selden to The New York Times, printed April 22, in which Japan's case was likened to Italy's. In that article it was pointed out that Viscount Ishii, then Baron Ishii, who was opposed to China entering the war, was credited with having said to the European Ambassadors at Tokio: "Japan could not view without apprehension the moral awakening of 400,000,000 Chinese, which would result from their entering the war."

Viscount Ishii in his statement today said:

"Was I apprehensive of the moral awakening of the 400,000,000 Chinese? The idea is fantastic. It is to effect this very awakening of the Chinese that Japan has been putting forth all efforts for these many years; sending professors to China and welcoming Chinese students to Japan. So long as China remains in a state of lethargy, she is in danger of her existence. And that danger is at the same time Japan's danger. Japan's security lies in the awakening and rising to power of China.

"But inducing China to participate in the war of 1915 was another affair, which I could not in conscience indorse. China was then passing through a most critical period. Yuan Shih-k'ai, President of the young republic, who was ably called the Huerta of China, had just started his monarchical movement, and sought to nip China's new born liberty in the bud by assuming the title of Emperor, with all that that title meant in China. An armed opposition had sprung in Yunnan and was gathering strength from day to day.

"The whole country was on the verge of revolution and anarchy. China was, moreover, utterly destitute of arms and ammunition. What could we expect from her in such a condition?

"The military value to the Entente of the proposed Chinese participation was almost nil. The mere fact of a declaration of war by China would have immensely added to the excitement of the people, and rendered confusion worse confounded throughout the whole country. The greatest sufferer from such a condition in China would be, next after China herself, her neighbor, Japan. Again, from a humanitarian point of view, it was the duty of every belligerent to endeavor to restrict the sphere of war calamity, unless substantial military advantage were to accrue from their extension.

"I know my successor at the Foreign Office, Tokio, took two years later a different view on the question. He had probably his own reason in the presence of the changed situation."

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First Prize $50,000.00

Issued under the authorisation of the Government of the Republic of China on the 7th July, 1918.

To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on the 8th June, 1919.

One tenth of each ticket will be sold at $0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

Price for Whole Tickets: $5.00

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai): if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

The Chinese Benevolent Association

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How Uncle Sam Plays The Host

Belated Solution Of The Housing Problem For War Workers In Washington

A crosss from the portico of the Union Station, Washington, on the other side of the Plaza, stands a long, low building of dark-gray stucco, surmounted by a small white cupola which somehow suggests Philadelphia and independence. It has a recessed entrance porch framed by five arches, and flanked by tall colonial windows. And on either side of it are the gable ends of two other buildings joined in the rear so as to form a "U." Literally acres of these "U" buildings cover what used to be open spaces between the station and the Capitol, and the impression is rather as if the architect had made a dozen models and placed them in every possible perspective.

The total sum of all the "U's" represents the United States Government's somewhat belated solution of the problem of housing the war workers in Washington, a problem which the end of hostilities has not eliminated, though it has reduced its proportions very greatly. For war work is not yet done, and war workers in Washington are still too numerous for adequate handling by Washington's existing private housing facilities. It was the dinner hour—5:30—and, under the new time-saving schedule, it was still quite light when the writer entered the central building, and followed a group of women to the desk at the right, and boldly asked for a guest ticket—price 60 cents. The lobby was furnished with comfortable chairs and adorned with pilasters and columns and glasspaned doors opening on the bricked inner court.

By 6 o'clock a line was forming. I learned that over 1,000 persons were served in a dining room which seated 600; that this was the dining room for the six buildings in the station group, and that another dining room would soon be completed for the Capitol group. In all, it seems, there are rooms for over 1,800 persons, and the twelve two-wing, three-story buildings, with the two administration and dining room buildings, infirmary, and power plant, occupy more than fifteen acres.

The open door of the dining room revealed on expanse of white table linen. There was no long line of women filing past a cafeteria steam table with the customary trays, though it was Washington, the cafeteria city. Instead, groups of six were seated about each round table. The 600 women were being served by fifty write-aproned maids.

Soon I found myself one of a pleasant group around one of the small tables. My companions were two young girls from Iowa, two college women from the Far West, and a widow from Kentucky. The silver on the table bore the monogram U. S. H. C., which translated means United States Housing Corporation. Organised by the Bureau of Industrial Housing and Transportation of the Department of Labor, this corporation is charged with the management of the Washington Residence Halls. The dishes were plain, not too heavy to be aesthetic and not too thin to be practical. Cold drinking water was secured from faucets in the pillars which automatically filled the glasses pressed under them. The dishes were removed from the tables and placed on wheeled wagons for transport to the kitchen. The walls were freshly painted a cream color—and the small-paned windows were hung in Dutch blue cotton rep.

My companions said the breakfasts were good. I know that I was served with piping hot soup, chicken croquettes, two vegetables, lettuce salad, a pot of tea, and excellent pie. Those who preferred coffee or milk had it.

My companions at the table told me of their trials before they accepted Uncle Sam's hospitality. Two had shared a room with two other girls, for which the charge was $60, or $15 apiece. They said they waited their turn to get into the bathroom. They waited their turn to comb their hair. They waited their turn to unhook their clothes from the single clothes closet.

For their meals they "ate around." They waited on the corner and saw car after car go by filled to the last inch. When they finally succeeded in getting a precarious foothold on a car step, they rode for thirty minutes jammed into a solid mass of humanity. They they sought a breakfast place downtown. If they went to an order lunchroom and succeeded in getting a table, the waiters or waitresses were so rushed that they often had to wait another thirty minutes before they could be served. If they went to a cafeteria they arrived at their desks as near 9 o'clock as fate and the facilities of the City of Washington permitted.

At lunch it was the same old wait, and at dinner, after a day of pounding typewriter keys or working over columns of statistics, or filling out cards, or filing letters, or what not, they stood in line again to wait their turn. Even at the "movies," where they went to forget their troubles, they had to wait in the lobby for the seats to be vacated by the crowds before thme.

And when at least they reached their room, crawled into their cot beds, and found themselves sinking into forgetful slumber, they were almost sure to be awakened by the return from a later entertainment of their two other partners in misery.

Experiences of the others bore a family resemblance to these—the burden of it all was "hustle and wait."

A lobby living room forms the connecting link between the buildings, and is supplied with cozy chairs and sofas, while gray-green hangings shelter the smaller writing rooms on each side. By this time the lights were on and groups of women were gathered about the shaded lamps to read or had pulled their chairs into chatty groups. Those with special callers had sought the semi-seclusion of the smaller rooms or alcoves, but my guides, after stopping to introduce me to a pleasant young woman who sat reading the evening paper, took me on through the hallways which led to the bedrooms. They said that they each had single rooms, and the only double rooms were the corner ones. These, they said, were not very popular, as most of the girls preferred to room alone.

They showed me how they stowed themselves and their baggage into the compact space of their rooms. There was the clothes closet with convenient hangers and closed hat compartment. There was that joy of every woman's heart—the utility box of cedar on noisless rollers, which might be kept under the bed. One of the girls pulled out her utility box and opened the lid to disclose her party clothes and special finery which she kept safe from dust and wrinkles.

I thought that the gray-green furniture, the chintz window hangings, the fresh, restful paper on the walls, the comfortable cot bed, the running water in each room, the scrupulous cleanliness of every spot, must all contribute to the rest and rehabilitation which are needed by every woman who works.

I asked who was responsible for the good housekeeping which appeals so much to woman and which is so difficult to find, even in the best hotels. I was told that in every unit, which provided rooms for 162 persons, there were a house manager and an assistant who gave continuous supervision to the housekeeping, and one of whom was available from early morn to dew of eve—in other words, from 7 a.m. to 11 p.m.

The girls showed me the bathrooms with their equipment, baths and showers. One of them remarked that her morning shower was worth the price of admission—$45 a month for room and two meals on week days and three meals on Sundays. The girls said that no one knew yet whether this amount would cover the cost at present prices, but that they would be willing to pay whatever was the reasonable cost, because they had comfort, convenience, and restfulness for the first time since they had arrived in Washington. They really looked forward to coming home after their day's work.

The girls showed me the laundry where they could launder small things and press their clothes. They exhibited with pride the tiny kitchen where they could cook up things. They said the trays were brought from the dining room to those who were ill, and that nurses from the Surgeon General's office of the War Department and from the Red Cross called to see the invalids. A small infirmary would soon be completed for the use of those who were seriously ill.

It seemed to me that perhaps the finest achievement in these buildings that nearly 2,000 women had been given a sense of coziness and privacy and had been provided with dignified living quarters which bore evidence at every turn of the active presence of that "lady of the house" without whom no home can be complete.

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The world famous National Sporting Club is reproduced to the smallest detail. You see the ring gladiators in action there.

See English Derby Day, see the sensational kidnapping, see the daring horse theft——

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It isn't very often that I break into the public print to commend a photoplay. When I do it is because there is something decidedly extraordinary about it. That is why I am publicly and personally endorsing "Sporting Life." It is extraordinary. It is a magnificent spectacle that you cannot afford to miss.

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Peking Union Medical College

Announcements for the Academic Year 1919-20

The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.

All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

The Dean,
Peking Union Medical College, Peking, China.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" **MAIN LINE.** **ZAHKOU TO SHANGHAI NORTH—"UP"**

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North ..... dep.	....	7.35	9.00	10.00	....	14.50	15.50	...
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Siccawei ..... dep.	....	7.58	9.23	10.38	....	15.13	16.13	....
Lunghwa Junction ..... dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South ..... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction ..... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sungkiang ..... dep.	....	8.59	10.48	12.02	....	16 07	17 42	....
Kashai ..... dep.	....	9.51	11.52	13.28	....	16.53	18 49	....
Kashing ..... dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehzah ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	...
Changan ..... dep.	9.45	11.41	14.00	16.50	....	18 24	....	....
Hangchow ..... dep.	11.10	12 50	15.25	18.30	....	19.19	....	....
Zahkou ..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou ..... dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow ..... dep.	....	....	7 00	8.30	....	10.00	14.35	16.05
Changan ..... dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehzah ..... dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing ..... dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai ..... dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sungkiang ..... dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction ..... dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South ..... arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction ..... dep.	....	10 20	11.35	14.05	....	17.18	18.20	....
Siccawei ..... dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield ..... dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North ..... arr	....	11.00	12.05	14.35	....	17.55	18.50	....

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Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun ..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao	arr.	7.55	11.10	13.10	15.25	18.20	19.40

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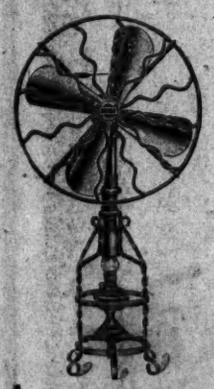
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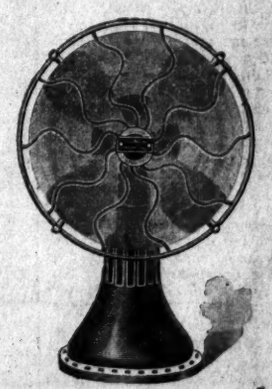
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Flight Of Fancy To Flight Of Fact---'The Night Air Mail'

Coming Soon—Airship Passage From New York To London In Two Days, For G. $250

By J. Olin Howe
(*New York Tribune*)

Think of the possibilities of an airship line to London! On a Monday morning the New York business man kisses his wife goodby, spends time enough at his office to look after mail and other details, and is then driven in his motor to the Long Island station where the huge airship is straining at the hawsers which moor it to its tower, boards it; and as he sits down to lunch in the pleasant afterhours Sandy Hook is disappearing in the haze below astern. Wednesday afternoon or early evening he arrives in time to see the latest London show and on Thursday morning is fit and ready for the business which has taken him over there.

It takes him only a couple of days to cross going east, but when he returns westward by a more southerly route as is the practicable way, it takes him two days and a half. All of the time, however, on either trip he is not only in radio telegraphic communication with New York and London, but in wireless telephonic communication as well, and privileged to call up wife or office at will or make golf engagements against his return from the comfortable smoking room of the aerial liner. Certainly, Kipling gave us nothing more agreeable than this in "The Night Mail" and that was a flight of fancy.

Just Around The Corner

This isn't. These flights will very soon be fact. The establishment of a commercial line of airships between America and England is just around the corner. The mighty English dirigible which has already made a sustained flight of almost four days and a half and is quite capable of the round trip between London and New York without landing on this side at all, is to be sent across by the British government early next month. The next step is the establishment of the airship as the regular carrier of passengers and light freight.

The details of such a service have all been worked out. A practical plan ready at hand. They have been worked out on the English side of the Atlantic, be it said, and without going further into names it is necessary only to connect that of Vickers with the scheme to make certain of the sound business sense there is behind it. At this end of the line, however, Americans stand ready to go into it the moment there is opportunity—or even to establish their own transatlantic airship line if the English company should choose to remain entirely English, as is very possible. Indeed, a company has already completed its plans for a New York-Chicago airship service and means to go into the transatlantic business when it gets that running smoothly, and still another is about ready to take up a line over the Western ocean.

The transatlantic flight, which occupies so much popular attention just now, is to be made by airplane, but that fact only adds to the interest of the situation. A passenger-carrying service by airplane over a distance greater than a thousand miles, which must be made without a stop, as is the case with the flight across the Atlantic, is considered as a commercial proposition—a matter considerably further in the future than such a service over even a much greater distance by the lighter-than-air ship. The two are not rivals; rather they complement each other; but it remains to work out long distance flights by airplane over the land first.

The airship and the airplane are not likely to become competitors, and most of us have got over the idea that the heavier-than-air machine is less safe than that which is sustained by a gas lighter than the air, but the airship is far more nearly analogous to the great floating hotels which now ferry folks across the seas than the 'plane can be, even the great dual biplanes carrying scores of passengers, which are planned for the London-Paris service. It is a comfortable and commodious cruising craft, with less speed and greater carrying capacity, and with the development of helium gas in the United States as a war measure—the non-inflammable gas which can be manufactured in unlimited quantities easily and cheaply and whose properties are such that the former gas difficulties of the airship disappear—it should reach an effectiveness not possible before.

Germany On The Job

So true is this that notices have already appeared in the German press to the effect that the German Zeppelin Company was now actually building airships for the Berlin-New York service. Companies have been formed in Germany, also, to run Zeppelin services from Berlin to Constantinople via Munich and Vienna. The Spanish government is now investigating the feasibility of running airship service between Spain and this country. Indeed, it is conceivable that after a bit no city of importance the world over will be more than a ten days' journey from New York.

The only limit to the non-stop flight of an airship is that imposed by the size of the ship, and a flight of 10,000 miles is entirely practicable. The ship upon which the plans of those gentlemen who have worked out in such detail the proposed London-New York service are based would have a gas capacity of 3,500,000 cubic feet and she could carry fifteen tons of passengers, mails, etc., an air distance of 4,800 miles at an average speed of sixty miles an hour. She could be built immediately and housed in existing sheds in England. A rigid airship to carry a fifty-ton load in addition to the weight of its engines and equipment and make a non-stop voyage of 10,000 miles at an average speed of eighty miles an hour would present no greater difficulties.

The main difference between the two English dirigibles, R-33 and R-34, which have been launched within the past few weeks and are now being tuned up at the instance of the British air ministry for the flight to this country, and the type of ship proposed for this commercial service is that the former follows the usual style of having the passengers quarters hung beneath the hull, while the commercial ship will have its passengers' quarters on top of the hull, as does the model of airship intended for the New York-Chicago service.

These British dirigibles are rigid, 70 feet long, 80 feet in diameter and 5 feet high, weigh 30 tons, have a gas capacity of from 2,000,000 to 3,000,000 cubic feet, and will carry a 30-ton load. They have Pullman car accommodations and are expected to make the trip across the ocean in about forty-eight hours. On her trial trip R-33 ran for three hours and a half over Yorkshire at a speed of from forty to fifty miles an hour and descended only because of wireless warnings of impending bad weather.

These ships are fitted with six 250 horse-power Sunbeam engines of the Maori type and have four propellers, 21 feet in diameter.

It was R-33 which ran 4 days 8 hours and 55 minutes and then came down for lack of petrol. She carried five officers, a crew of twenty-three and one passenger. She may very possibly come poking her nose up over New York harbor one of these spring mornings without having advertised her coming in advance.

The great airship in which New Yorkers will ere long journey over the pond will have its main living accommodations on top of the gas envelope, and its length of 800 feet will give ample room for comfort and convenience. Forward, the first half of this aerial dock is to be used for staterooms, with Pullman fittings and every accessory to make the trip a pleasure. These open off a central corridor. Off this corridor in the center of the ship are on one side the baths and toilets, and near by, opening into the corridor, the elevator shaft; while on the opposite side is the cook's galley, with a serving hatch opening into the dining saloon, which is the next apartment toward the stern of the vessel.

Aft of the dining saloon is a commodious and cheery lounge. Still further aft there is to be an open shelter deck so that passengers may take the air, and a promenade around the outside of the whole deck structure will make it possible to take exercise as well. The smoking room is at the other end of the ship, forward of the cabins, where the finest view is to be had, and is built of fireproof construction. Patent interlocking fireproof doors open from it into the main corridor between the staterooms. The whole deckhouse of the airship is streamlined so as to provide the least possible resistance to the air currents.

Capacity—Eighty Passengers

The type of ship which it is proposed to put on this New York-London run is fitted with twenty-four berth cabins, ten on either side of the central corridor, which would give sleeping accommodations for eighty passengers. As has been said, the length over all is 800 feet, and the height will be 150 feet and the maximum diameter 100 feet. The ships will have a total lift of 150 tons and a speed at full power of seventy-five miles an hour, and a cruising power of a mile a minute. At cruising power and speed the ship could remain in the air eighty hours and carry 15 tons of passengers and mails 4,800 miles. These would be increased to ninety hours and 5,400 miles if there were but ten tons of passengers and other load.

The average weight of passenger is figured at 170 pounds, and in the working out of the plan for this service 50 pounds a passenger has been allowed for baggage and personal effects and 15 pounds each for food, etc. The food question has occasioned to managers of the new line no little thought, and plans have been carefully made for foods of high nutriment in small bulk and of light weight to be used on the crossing. Great roasts of beef and oysters on the shell are hardly likely to be served on the air liners, but others fully as nutritious and no less toothsome will be. The American company which has been referred to has been in consultation with the heads of a sanitarium famous for its work in foods of high nutritive content to small bulk, and some novel ideas are ready to be tried.

The crew of one of these New York-London ships consists of the commanding officer, navigating officer, steersman, elevator man, four engineers, raido operator, eight men and two stewards—or nineteen in all. Like the engines, their quarters will be in the bottom of the ship and in cars slung to the under side. It might be added that there will also be slung to the under body an observation car, where passengers may get different views than those from the decks above.

The average weight of the crew is figured at 160 pounds a man, and their personal effects at 20 pounds each, and provision is made for 10 pounds of food a man a crossing, or 190 pounds a man in all. The so-called disposable lift of the ship's 3,500,000 feet of gas, which represents the normal total lifting power of 105 tons with the weight of ship, engines, machinery and so forth subtracted, is 68 tons. The crew and their effects would weigh 1½ tons; fuel and oil for 80 hours at 60 miles an hour, 38 tons; starting ballast for 2,000 feet, 6½ tons; emergency ballast, 5 tons; thus leaving more than 15 tons available for passengers and mails. The ship's complement of 80 berths could be all filled and 6 tons of mail carried in addition, or, as would more often be the case, if there were but 50 passengers, say, 10 tons of mail could go along.

The prevailing wind on the direct route between New York and London is from west to east—or, at least, it will be assumed that this is so until the naval aviators who are now charting the winds have gone further than the beginning they have already made to upset the notion—and that would always favor the eastbound trip. It is proposed therefore that the run from this city to London shall be made direct. It would take about fifty hours to cover the three thousand miles. This time includes the necessary stops at Newfoundland and Ireland.

The trip back would have to be made by a longer route, detouring south from London by way of Portugal and the Azroes, a distance of 3,600 miles, which would take two days and a half at sixty miles an hour. It will have been noted, incidentally, that provision was made in the figures for the ship to carry fuel and oil for eighty hours in the air. This is considered only a fair margin of safety against possible delays from adverse weather conditions.

It is proposed to have four airships in use on this service across the Atlantic, two being in service at a time and the other two standing by for use in alternate weeks. Each ship would lay up every other week for overhauling and refitting. As the runs are figured each ship could readily make two round trips a week, which would give a semi-weekly service between the two terminals. A timetable has been made up calling for a ship to leave either port on Mondays and Thursdays. These would arrive in London every Wednesday and Saturday and in New York every Thursday and Sunday.

From available weather records, which will be largely added to by the work which is now in course on the conditions bearing on the trans-atlantic airplane flight, it is believed that crossings by airship would be practicable on about 82 percent of the days of the year, or on at least 300 days out of the 365, so that it is likely that a total of 200 crossings per year could be made. From May to September, inclusive, the semi-weekly service referred to could undoubtedly be kept up regularly. During the other months of the year the dependence on weather conditions would be such that the crossings would be irregular. Yet there would soon be sufficiently accurate knowledge of the conditions which would contribute to this irregularity for a dependable schedule to be made up for even the winter months.

Tickets At $250

There is no claim that airships will seriously compete with existing modes of crossing the ocean. The rigid airship is as yet only at the beginning of its development as a carrier. Yet the cost of the trip through the air across to England is by no means so great but what the ship should carry passengers to capacity much of the time. The rate has been fixed by the British company at about $250 each way, and the company expects to carry mail at not over seven cents an ounce and make a profit.

Far from the airship line being a competing line, it is very possible that one of the largest British steamship companies will be heavily interested in this new service and will undertake the organisation of its operating forces and give it the necessary publicity. The present

(Continued on Page 11)

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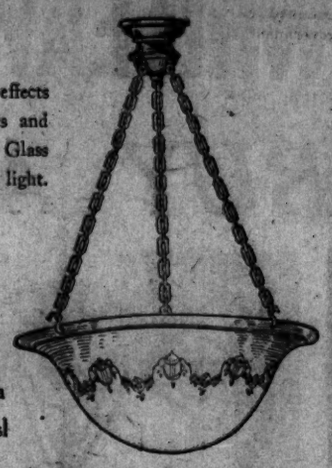

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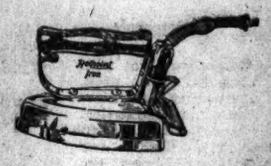

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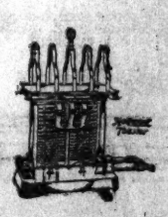

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Flight Of Fancy To Flight Of Fact—'The Night Air Mail'

(Continued from Page 10)

British government is inclined, moreover, to look favorably upon the question of subsidies for airship services as a basis for developing and improving the designs of air cruisers, and also that the "tight little island" may maintain more intimate relations and a closer touch with its far-flung colonies.

The company's financial estimates have been made up with the greatest care. The new line is expected to need a capital of about $12,000,000. Its four great airships will cost in the neighborhood of $2,000,000 each, and double airship sheds at either terminus $1,500,000 each. Workshops, gas plants and equipment are figured in at $750,000, and working capital, including that invested in spare parts, stores and so on, calls for $850,000.

The average life of one of these ships is estimated at three years, which makes them more expensive by far than steamships, and their obsolete value at not over $100,000 apiece. The sheds, on the other hand, are expected to last in constant use for at least thirty years. The salaries of the airship commanders are placed at $5,000 each a year and of their navigating officers at $2,750. It is believed likely that the English government would loan naval airship crews and handling parties to the company for the operation of its craft until there had been time to train crews of its own. Of course, also, the British government would pay a substantial subsidy for the carrying of mails.

Germany's Air Route Record

However distasteful this may be, the fact is that we have to go to Germany for precedents in this matter of running airship transportation lines. Before the war the German Air Travel Company, which was run by the Hamburg-America Steamship Company and subsidised by the German Government (of course), carried 17,000 passengers in its ships without an accident. Outside Germany the extent to which this service developed was not generally known. The Zeppelin raids during the war were made possible by the constant use of airships in civil flying before it.

The company referred to ran regular airship services between German cities and many excursions from time to time. Its ships made 826 flights of 1,853 hours in all, covering a mileage of 102,675 and carrying 17,221 persons. These figures cover only the period from 1910 to 1912, moreover, and the service grew more extensive after 1912.

The plan of the English company is to build near New York and near London a hotel for the accommodation of passengers by its line, and this will be built around a courtyard of considerable size, one side of the court being utilised as the hotel, the opposite side as a station and waiting room, etc., for the railway line which will run out to it; while on the other two sides of the court are living quarters for staffs, crews, attaches and others, wireless rooms and so on.

In the center of the court is the tower to which the airships are to be moored and which will be the chief object of interest until Americans get used to the idea. The end of the ship will be moored to the top of the tower and mooring lines will run to the ground from other locations on it, so as to hold it securely. The steel tower is in reality an elevator shaft and the passenger takes the elevator on the ground level and is lifted to the top of the tower, where he enters the ship at the end, a bellows arrangement giving an entrance vestibule such as we are familiar with in Pullman cars, and proceeds down a runway to the corridor running along the keel of the ship. Midway of this there is an elevator which takes him to the passenger quarters on top of the airship.

In The Galley

Of course the cooking arrangements on the airship will be electrical, and she will be heated by electricity. In the six machinery cars arrangements will be made for keeping them at the required temperature by utilising the exhaust heat from the motors. There are to be six engines and they will develop their maximum power when flying at a height of 5,000 feet. Imagine going to London through the air 5,000 feet above the ocean!

These engines are to be fitted with special exhaust silencers, so as to reduce the noise of the exhausts to a minimum, and the design of the transmission gear and the rest of the machinery will be such as eliminates noise as far as it can be done. The engines are arranged for running on gasolene fuel, or petrol, as they call it in England. The control and navigating department will be built on to the bottom of the hull, near the forward end and so located as to give a perfectly clear view in every direction. Wireless outfits giving a range of at least 5,000 miles are planned.

Inflated buffer landing bags of a special type are called for by the plans to be fitted underneath the forward control car and underneath the two aft machinery cars, so as to enable the ship to alight either on land or on the water. On long flights, covering both day and night, maintenance of the ship at a constant height is perhaps the greatest problem her navigator has to face. As the ship uses engine fuel, and thus its weight is lessened, its tendency is to rise, and as it does this there is a loss of gas consequent on its expansion. The lower temperature at night makes the ship heavier, also, and there would be necessary some discharge of ballast at night and of gas in the morning to equalise the weight.

There is a possibility that the lifting gas may be utilised as fuel in part of the engines, and thus the loss of lift be balanced against the loss of weight from the use of gasolene in the others. In any case, however, plans have been perfected for the condensation of the water of combustion from the exhaust gases of the engines, thus avoiding the variation of weight caused by the consumption of the gasolene because of the slightly greater weight of the water.

NINE OUT OF FAMILY OF 10 WERE KILLED DURING WAR

Father, Mother, Four Sons And Three Daughters Lost Lives

London, April 15.—There is no more tragic story of the war than one which came to light at Woking yesterday, when Private Thomas William Smith, a boy soldier, was discharged from the army as permanently unfit for further service.

This lad, who is only 18 years of age, has had the experience of losing his father, mother, four brothers, and three sisters, all at the hands of the enemy.

Smith, whose family lived at Croydon, was a boy of 13 years and 11 months when he enlisted, and saw three years' service in France, serving in turn with the East Surreys, 10th Queen's Royal West Surrey Regiment, Royal Engineers, and, lastly, the 58th Labor Company.

Five Killed On One Day

By a tragic coincidence his father and four brothers were all killed on the same day—July 15, 1916—with the first advance at the Battle of the Somme. They were all in the 7th Queen's R.W.S. Regiment, the father being Private Frank Smith, and the sons Privates Frank, Will, Jack and George Smith; the eldest of the boys was only 22.

Private Smith's mother and three sisters were killed in air raids; and an extraordinary fact is that the deaths occurred in three different raids:

One sister killed at Addiscombe in 1915.

Two sisters killed in the East-end of London in 1916.

The mother killed in the East-end in 1917.

Private Smith would have liked to continue soldiering had his health permitted. He has gone to Croydon to reside with his aunt, and hopes before long to find suitable employment.

NATURE'S BIG DIVIDEND

Oregon Gains 4,000 Percent Through Investment In Salmon Eggs

When nature endowed the salmon with such yearning for the stream of its parentage that the various species turn infallibly back from the uncharted ocean depths to seek the spawning riffles that knew them as fingerlings, the mysterious mother of all the world incidentally paved the way for an investment that, in a single conspicuous instance, has paid 4,000 percent to Oregon in one season.

In 1914 the State Game and Fish Commission, alarmed by the almost total cessation of the blueback salmon run in the Columbia, sent to Alaska for eggs of this species, one of the most dependable and finest of the several that throng the cold northern waters. For the quantity obtained the commission expended $2,500. The eggs were hatched in due course, and the fry liberated to make their way from their foster river back to the Pacific.

Blueback salmon, in common with others of the Pacific salmon group, mature in four years, when they answer the urge of instinct and return to their parent stream. Thus, in the fourth year, or 1918, the Game and Fish Commission saw without surprise the dividends that fishermen drew from the Columbia in the form of thousands of eight and ten pound adult bluebacks. The total value of the season's catch to the fishermen was $100,000, or a direct return of 4,000 percent.

Scoffers may say that the salmon, having shunned the river for several years, at some submarine whim or caprice had but turned toward it again. Such a contention would have no scientific basis, for the habits of salmon have been definitely catalogued through long years of patient study.

But the State Game and Fish Commission does not work in the gloom of guesswork. When the fingerlings from Alasakan purchase of blueback eggs were released at the State hatchery, several thousands were marked. By this method the periodicity of return is calculated, and the exact degree of success determined. More than 200 adult blueback salmon were recaptured in the 1918 run, bearing the distinguishing marks.

Of this strange homing instinct, which makes possible the successful propagation of salmon, and writing of the sockeye, generally held to be of the same species as the blueback, Charles H. Gilbert, professor of zoology, Stanford University, says in his 1915 contribution to the report of the British Columbia Commissioner of Fisheries:

In order to maintain the supply of salmon in a given district, it will not be adequate to install a hatchery on any convenient stream into which the entire output of the hatchery will be turned. On the contrary, each stream must be given separate consideration, and must receive its own quota of fry to feed and grow within its boundaries. The original source of the eggs is seemingly a matter of no importance. The destination of the adult salmon is determined by the locality in which the young were reared.

The native blueback run found its spawning grounds in Wallowa Lake. Then came dams and other obstructions incident to settlement and industry, and the fish were barred from the waters of their nativity. In direct consequence, says the Game and Fish Commission, the run dwindled and died out. Its sole survivors are stunted little twelve-inch salmon, locked in the lake. They are locally known as "yanks," and are angled for as trout.

By artificial propagation, supplementing the egg-take from specimens of the revived run with shipments of eggs from Alaska, the Columbia is to retain this choice salmon for the edification of anglers and the enrichment of the fishing industry. In time it is believed that the local egg-take will prove adequate for continued restocking.

The incident of the blueback salmon is comparatively inconspicuous. Little was said about it, and less has been written. Only the fishermen on the river, winning good wages when the run was on, and the members of the commission itself, knew that modern methods had preserved a valuable economic resource, and had played nature's hand so adroitly that instinct was the trump card.—*Oregonian.*

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Today's Church Services

Holy Trinity Cathedral.—8 a.m., Holy Communion (and at Bubbling Well Chapel) 9:30 a.m., Children's Service. 10:30 a.m., Mattins; Shaw in C.; Anthem "He in tears that soweth," Hiller; Hymns 175, 142, 214. Preacher: The Dean. 6 p.m., Evensong; Walmisley in D. minor; Hymns 143, 325, 27; Preacher: The Dean.

St. Andrew's Church Broadway.—10:30 a.m., Mattins. Preacher: Rev. C. J. F. Symons, M.A. 2 p.m., Children's Service. 6 p.m., Evensong, Preacher: Rev. C. J. F. Symons, M.A.

Union Church.—11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "The woman who touched Him;" Chant 105; Anthem "God, who is rich in mercy," (Garrett); Hymns 515, 265, 119. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "God for us!"; Chant 104; Hymns 7, 231, 243, 649.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Rev. J. W. Nichols, M.A.

St. Joseph's Church.—Masses at 7, 8, 9:15 and 11 a.m. At 11 a.m., High mass; Sermon in French. At 5 p.m., Benediction of the Blessed Sacrament. Masses on week-days 7, a.m. Ascension day masses at 7, 8, 9 and 10 a.m.

Shanghai Free Christian Church.—Corner of Range and Chapoo Roads. Today's services in the above will be conducted as follows: Morning at 11 a.m., by Rev. W. A McRoberts. Evening at 6 p.m., by Rev. C. Bromby.

Sunday Service League.—at 5 p.m. in the Martyrs' Memorial Hall, 120 Szechuen Road. Speaker: Rev. J. Vale, Editorial Secretary of the Chinese Tract Society; Subject: "Men who will carry on." Music: Solo and Quartet.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m., Subject: "Soul and Body." Sunday School 10 a.m., Wednesday Evening Service 6 p.m., Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nangking Road.

American Song Service.—Mr. Milton T. Stauffer, of the China Continuation Committee, will give the second of three addresses at the American Song Service this afternoon at the Palace Hotel at 5 o'clock. Subject: "A Healthful Atmosphere." There will be special music. All Americans and their friends are cordially invited.

The Passing Of The Gala Of Royalies

(*London Nation*)

THE disappearance of Courts in Central and Eastern Europe is a minor incident in the vast upheaval compared with the power and activity of the new authorities which have taken their place. Nevertheless for those who were accustomed to the court atmosphere, the court traditions, and the peculiar feeling of permanence which court officials and court functions lend to monarchical institutions, the sudden change is not only regrettable, but well nigh incredible. Is it possible that not gradually, in the fullness of time, one by one, but suddenly in one fell swoop there are no courts in Petrograd, in Berlin, in Vienna, in Sofia, nor, too, in Saxony, Bavaria, Wuremberg, Baden, Oldenburg, Hesse, Saxe-Meiningen, Saxe-Gotha, and many other little states where court life was as imposing and as pompous as in the great capitals? Is it credible that there are actually no Emperors. Kings, Arch-Dukes, Grand-Dukes, Royal Highnesses, and Serene Highnesses in these parts? Can it be conceived that there are no longer any Hof-Marshals, Chamberlains, Hof-Fouriers, Pages, Masters of the Ceremonies, Masters of the Household, Cup-bearers, Ushers, Controllers, Equerries, and Ladies-in-Waiting? Are the Palaces really empty? Are there to be no more banquets, receptions, court balls, and galas? No more galas! Impossible!

Our Ambassadress formerly in Petrograd gave recently a press interview of her recollections. She spoke in a tone of longing and regret:

"There was a gala performance at the Opera, and the Royal box faced the stage. When the Emperor and Empress arrived, the whole house, the ladies in wonderful gowns and the men in gorgeous uniforms, all turned and faced them in one swift movement."

Is that swift movement never to be repeated? Do common people now sit in royal boxes? In Budapest recently the royal box at the opera was occupied by a factory official and his wife. On the anniversary of the revolution Lenine and Trotsky gave a dinner in the ballroom of the Kremlin, and there were songs and dancing afterwards. Desecration!

It is all very well laughing. To those who have only read of courts and their functions it may seem a good riddance of bad rubbish. But for those who have participated in them, held court offices, or shared in the complicated ritual of court ceremonial—by no means a small crowd—the idea of the complete obliteration of the whole system of royal authority is far more staggering than any other consequence of the war.

These courts served to guard the potentates, great and small, from the contamination of the outside world. The effect was two-fold; the people could look up to the royal personages on their inaccessible pinnacles through the glitter and panoply and gorgeous trappings of liveries and uniforms, and regard them as beings of a higher order; the potentates themselves lived in an atmosphere of isolation, continually impressed by their own importance and by the reverence they inspired. Men will always want to bestow their reverence on something, but the difficulty is to convince them of what is worth revering. Be it said monarchs themselves become slaves in their own courts. To them the ceremonies are boring beyond words. But it is their duty, their *metier*, and they go through with it in the same way as other men perform their professional duties. The support and encouragement come from outside, and it is in the *entourage* and the outskirts, in the throng who are hankering to gain admittance into the sacred preserve that all the snobbishness, vulgarity, ostentation, flattery, vanity, subservience, and corruption abound.

Beyond them, again, the mob, as distinct from the people, love it. They wait for hours to watch the processions, they feast their eyes on the gold coaches and the brilliant bejeweled and gold-laced grandees they contain; they gloat over the paragraphs recording the doings of royal personages, and they like to think that a romantic world of splendor exists as beyond their reach as the Fairy Kings and Princes they read of in their childhood. So the mob's approval is accepted as an endorsement of the system, and the patient crowd at a palace gate gives a sense of security and endurance to those within. But the mob is fickle. It always has been. Its emotions can easily be swayed in another direction. Its cheer today may become a jeer tomorrow.

In Russia the court, more picturesque and more dazzlingly brilliant than anywhere else, was also more isolated, more removed from the people, and more surrounded by an almost religious atmosphere of mystery, so that the Tsar became a symbol of exalted authority, a fabulous figure, awe-inspiring, semi-divine. For an illiterate and superstitious people this sufficed for centuries. But the sapping and mining of thought and knowledge was at work, and lo! the great glittering edifice which seemed so solid fell like a pack of cards. The lavish splendor, with an oriental touch in it which gave it peculiar magnificence, has vanished. No court has ever existed with such a sublime ignorance of the quicksand on which it was founded. Incessant intrigue and incredible corruption had grown up round the central figure of the weak autocrat, which made the Russian court a festering tumor on the national life. It was cut off with a single stroke.

The Court of Denmark forms the most striking contrast to the Court of Russia. The King is an ordinary mortal, walking the streets, riding in trams, traveling in railway carriages with other people; the functions are modest, the whole atmosphere homely. There is no fiction of divine right; on the contrary, the fiction is that the King is appointed. He gathers his family party round him without ostentation. A simple domestic life is carried on which harmonises with the life of the Danish people. It is true that there was a time, not so long ago, when this family party comprised British, German, Russian, French, and Greek representatives, and intrigue was by no means absent from the palaces of Bernstorff and Amalienborg. But that is past and the kingdoms of Scandinavia contain peoples of progressive enlightenment, peaceful disposition, and common sense, to a degree which may well make other nations envious.

The Court of Vienna, brilliant in its way, was the center of a very smart society. There was a special *cachet* of distinction about Viennese society which only Paris in its palmiest days could rival. Yet the court was absolutely dependent on one individual, a man of a simple Spartan habit of life, whose unrivalled experience as a sovereign, and whose curiously large share of tragedy and trouble made him an outstanding European figure. Many there were in old days who said: "Francis Joseph is the Austro-Hungarian Empire; without Francis Joseph the Austro-Hungarian Empire will cease to exist." They were right.

The Court of Bulgaria, more modest in its pretentions, was also a one-man show. But the man had not grown up in the life of Bulgaria. He was imposed on the people. The habit the Great Powers have of lending alien monarchs to small principalities is seldom successful. It was very unfortunate for the Bul-

(Continued on Page 13)

Czecho-Slovakia's Rich Heritage Of Culture

New Republic Has A Noble Language And Literature, In Behalf Of Which Patriotic Bohemian Scholars And Writers Have Labored For Centuries

(*New York Times*)

"HE who owns Bohemia will be master of Europe," was one of Prince Bismarck's political apothegms. Well, with President Thomas G. Masaryk and Premier Karl Kramarzh solidly established since December last in the neighborhood of the same Hradshin Palace wherefrom their ancestors, almost 301 years ago, (May, 1620), hurled the Austrian royal councilors, Martinic and Slavata, it looks as if the beautiful and rich ex-"crownland" of Bohemia, together with its trio of natural satellites, Moravia, Silesia, and Slovakia, were to return to its logical and legitimate landlord, the Bohemian Nation.

But the latter is too modest to pretend to lord it over the old continent. The only ambition of the 12,000,000 sturdy, peace and liberty loving Czech-Slovaks, occupying a territory which will figure as the eighth in size on the new world map, is to develop, undisturbed by Vienna, Budapest, and Berlin intrigues, their ancient culture according to their own national traditions and aspirations. They hope thus to be able to contribute their share to the economical and spiritual reconstruction of this little globe of ours, which now finds itself apparently in a plight analogous to that in which the Roman Empire was when the old order of things went to pieces.

Bohemain culture? Without the slightest intention of offending the dignified and learned members of the alumni associations of Harvard, Yale, and so on, I dare make the statement that, although the American people has just issued from nearly five years of a public daily training course in European geography, ethnography, history, etc., not one in a hundred among our A. B.'s, A. M.'s and Ph. D.'s of Cambridge, New Haven, and the rest of our universities and colleges could even now quote off hand five of the principal towns if the new Republic of Czecho-Slovakia.

It goes almost without saying, under these circumstances, that the history of Bohemia of the last thousand years, the development of Bohemian literature, art, and science, are absolute strangers even to our educated classes. Few among our American college graduates, should they ever read Ouida's novel "Strathmore," would experience the slightest ruffle in being told by the authoress in all seriousness that the gypsies are a "Slavic tribe," living in Bohemia, having authentic Slavic features, and speaking a distinct Bohemian dialect.

This being the situation, I will try to present a birdseye view of Bohemian civilisation. As to the belated German "Kulturtraeger" among us who may be disposed, in spite of the November events of 1918, to smile contemptuously at this, according to them, incongruous word-junction, I wish to remind them of the prophecy of their own great Johann Gotfried Herder, (1744-1803,) that "the Latins and Germans will yield some day to the Slavs the leading place in civilisation," and to lay before them Long-fellow's strophe:

"Hold your tongues! both
Swabian and Saxon;
A bold Bohemian cries.
If there is a heaven upon this
earth
In Bohemia it lies."

The reader will certainly be surprised to learn that a Bohemian, Paul of Kravarzh, (or Crawars, as Scotch writers spell the name), was one of the apostles of the Reformation in Scotland, and was burned as a Hussite heretic at St. Andrews, July 23, 1433. Every one knows, of course, that the great Bohemian religious reformer and regenerator of Bohemian nationality, Jan Hus, (1369-1415), preceded, by exactly 100 years, Martin Luther, who used to say: "We Germans had all been Hussites without knowing it." But in view of the fact that Austrian official religious statistics put the whole of the Bohemian Nation in the Catholic column, the following characterisation of his countrymen by a New York Bohemian clergyman will not be out of place here: "They are Roman Catholics by birth, infidels by necessity, and Protestants by history and inclination."

The double politico-spiritual war cry of the Bohemian has been: "Free us from Vienna; deliver us of Rome, both of which, for centuries, tried to strangle our national existence, to arrest our ascent to intellectual freedom!" Under Ferdinand II., (1916-1637); German priests lowered themselves, indeed, so far that, to do the behest of the cruel autocrat, they roamed, accompanied by soldiers, throughout the country, burning Bohemian Prayer Books and hymnals, wrecking the historical monuments of the Czech Nation. That genuine Hapsburg scion who, under Jesuit guidance, had transformed Austria, within 30 years, from a Protestant into a Catholic country, used to say: "Better a desert than a land of heretics."

The 590,000 sons and daughters of Bohemia, residing in this country, quite naturally feel at home in its religious atmosphere, for their own, the old Bohemian Church or "Unity of Bohemian Brethren," which was founded in the second half of the fifteenth century, bore a striking resemblance to our own Puritans, as can be seen from its articles which were passed in 1616 at the Synod of Zneravice. The spiritual father of these religious enthusiasts was the great Peter Chelishitsky, who dreamed of an impending millennium of lasting peace and good-will on earth and has rightly been called a spiritual precursor of Leo Tolstoy.

Those old Bohemians did not mind living and dying in exile for the sake of their religious convictions. One of the most illustrious martyrs among them was the famous philosopher and educator, John Amos Comenius, (Komensky.) He was born in 1592 in Moravia and died in 1670 in Holland. It will be of special interest to our readers to learn that to Comenius, whose masterwork "The Labyrinth of the World" is suggestive of Bunyan's "Pilgrim's Progress," was offered the Presidency of Harvard College by Governor Winthrop of Massachusetts.

In brief, Bohemia has the distinction of being the first country on the European Continent to raise the banner of religious freedom. Its first enthusiastic messengers were the Bohemian students at Oxford who, imbued with the spirit of John Wyclif, (died in 1384,) upon returning to their country, translated their master's works into their mother tongue. Even at that early epoch, Bohemian women took part in the intellectual emancipation of their people, for do we not meet among the many Czech Bible translations of the first decades of the 15th century the most remarkable of them, written by a Taborite miller's wife?

After religion, which can be called the language of the soul, the physical idiom of man, as the most immediate and intimate expression of his mind, deserves to be numbered among the most powerful components of a nation's culture. This is true, above all, of the Czech Nation, whose political downfall coincided with the deterioration of the Czech language, while the rejuvenation of the latter, in its turn, was the most decisive factor in the Bohemian Renaissance at the beginning of the 19th century.

Few among us are aware of the fact that the Czech language belongs to the most vigorous and expressive among living idioms. It displays a high degree of inflection, for not only have the nouns seven cases, resembling therein classical Greek and Latin, but also the verbal structure is of a remarkable variety. It is a noble language, capable of expressing the finest shades of talk, and an instrument peculiarly adapted to the inspired flights of lyrical poetry.

Bohemia, on account of her geographical position and her ancient, highly developed civilisation, has rightly been called "the keystone of the Slavic arch," the intellectual mistress of the ancient Slavic world. In a similar sense, the Bohemian language is entitled to the claim of having been the rich storehouse for the formation of the vocabulary of the rest of the Slavic world. The famous Kiev Fragments of the 11th century, which represent the most primitive form of ancient Slavic, exhibit a good number of distinctive Czech words.

After the death of the famous Bohemian apostle, Methodius, (885 A. D.,) the Slavic priests were banished from Bohemia and Moravia, and gradually, owing mainly to the activity of the German Bishop, Wiching, the old national Slavic liturgy disappeared; its last echoes resounded in 1096 in the abbey of Sazava. After a short Golden Age in the fifteenth and sixteenth centuries, with Jan Hus and the famous Bible of Kralice, (1579-93,) which was compiled by the Bohemian Brethren, as centers, the Czech language, after the battle of White Mountain, (November, 1620,) which marked the disappearance of national independence, slowly degenerated, owing to its systematic persecution by the Vienna Government, into a neglected farmers' dialect. One of the earliest redeemers of the language was Joseph Dobrovsky, author of the "History of the Bohemian Language and Literature," (1792,) whose Czech grammar (1808) has formed the basis for the grammars of all the other Slavic idioms which were published in the first half of the nineteenth century.

Is it not characteristic of the melancholy state of Bohemian affairs of that time that the "Father of the Bohemian Nation," their greatest national historian, Frantishek Palacky, (1798-1876,) a Moravian by birth, the son of a school teacher, was in his boyhood unable to read his mother tongue; that a learned Slovak of the neighborhood of Presburg had to call his attention to the existence of a written Bohemian literature, and that finally he, the classical Czech historiographer, had to write his great life work, "The History of Bohemia," (1835-67,) first in German and only later in the Bohemian language?

Now that ex-Professor Thomas G. Masaryk of the Bohemian University of Prague has become President of Czecho-Slovakia, (he also had to write his principal works in German,) let us hope that the Czech language will regain some of its ancient glory, reminding us of the time when the Polish Kings Casimir and Wladislaw Jagellon wrote their rescripts in Bohemian and the latter was adopted as the diplomatic language of Lithuania. When, in 1697, Peter the Great visited Prague he could converse with the Bohemian nobles in his own language. Well, the future alone will tell us whether Bohemian or Russian will become the lingua franca of the Slavic world.

These few remarks about the Bohemian language lead us quite naturally to the central piece of our cultural panorama, Bohemian literature, one of the oldest in Europe. Its earliest known monument, the Old Slavonic Bible Translation, which was prepared by the Brothers Cyril (d. 869) and Methodius, the Apostles of the Slavs, in behalf of the Czechs of Bohemia, is about contemporary with the first literary activity of the German Nation, which had been inaugurated by Charlemagne, (768-814.) The apparently inbred racial hatred of the Teutons against the Slavs manifested itself even at this early epoch: those two famous Bishops from Thessalonica who had come to Moravia at the request of Prince Rostislav, in 867, were accused of heresy by German missionaries. The accusation was dismissed as a heinous calumny by Pope Hadrian, but the outcome was that Cyril and Methodius had to stop their Bohemian activities then and there.

It would be easy for me to present the reader with an imposing string of strange names, exact dates, and bewildering book titles covering the entire field of Bohemian literature from its modest beginnings in the ninth century to our own days. My intention is rather a more modest and, at the same time, a more ambitious one: I want to arouse a general interest in Bohemian intellectuality, and genuine sympathy for the noble efforts of a nation which suffered for centuries political and spiritual oppression to regain an honored place in the annals of world literature.

To get immediately at the right angle of things, let us not forget, however, that from that fatal year of Bohemian history, 1620, to the end of the eighteenth century, there was practically no native Bohemian literature of any intrinsic value.

Honor, then, to whom honor is due. Although Emperor Joseph II. of Austria, (1780-1790), as a determined enemy of Bohemian national aspirations, excluded the Bohemian language from the primary schools with the greatest vigor, he permitted at least the appearance in Prague of a newspaper written in the national language. Further, under his reign appeared new editions of ancient Bohemian writers; prominent foreign works were translated into Bohemian, and, finally, the Bohemian Society of Sciences was established. Its publications, it is true, at first, appeared in the German language, which was also exclusively used in its deliberations until deep in the nineteenth century.

To the same period belongs the establisnment of the first chair of the Bohemian language at the University of Vienna.

But the real revival of modern Bohemian literature is due mainly to the enthusiasm and energy of four men: Joseph Jungmann, Jan Kollar, Joseph Paul Shafarzhik, and Frantishek Palacky.

Joseph Jungmann was born in 1773 in a small Bohemian village. During his school years in the neighboring town of Beroun, he almost forget Bohemian. A teasing remark of an old relation of his on his "stammering" his own native tongue made a deep impression on the young student. "From that moment," he later wrote, "I became a true Bohemian." He died at Prague in 1847.

Jungmann became an ardent translator: Gray's "Elegy in a Churchyard," Goethe's "Hermann und Dorothea," Chateaubriand's "Atala," and so on, were on his list. But of all his translations that of Milton's "Paradise Lost" (1811) obtained the greatest celebrity. Jungmann's fundamental work, "History of Bohemian Literature," (first edition 1825; second edtion 1848,) was written in Bohemian.

Some idea of the oppressive atmosphere in which the Bohemian revivalists had to do their yeoman work can be gathered from the fact that the censor "killed" thirty sheets of Bohemian love songs, written by a professor of Catholic theology! Jungmann ironically exclaims in one of his letters, alluding to this incident: . . . We must touch neither Eros nor Dame Politics; such is the command of our autocratic censorship.

These indefatigable pioneers had, at a time when every mention of the word Slav was suspiciously watched by the Austrian censor, to console themselves with the establishment of chairs of general Slavic literature at Russian universities, thus making possible, at least, the free publication of Bohemian books in the empire of the Tsars.

Jan Kollar (1793-1852) was a Slovak, of Protestant parents, and became the greatest poet of the early Bohemian revival. Being destined for the ministry, he went, in 1815, to the University of Jena to study theology. Jena was then one of the centers of the reawakening of the German national sentiment. The patriotic enthusiasm of his Teutonic fellow-students aroused Kollar's own devotion to the idea of the unity of the whole Slavic world.

It was also in Jena, the small but famous German university town, whence Professors Rudolf Eucken and Ernst Haeckel launched their approval of the German invasion of Belgium and other analogous "Deutschland uber Alles" manifestoes, that the young Slovak student of theology fell passionately in love with Wilhelmina Schmidt, the daughter of a Protestant village pastor. The mother of "Mina" stoutly declared that she would never allow her daughter to live in a "savage country." After fifteen years of wooing and waiting, the marriage ceremony was finally celebrated. In 1849 Kollar became professor of Slavic archaeology at the University of Vienna, but the former pastor of the Protestant church of Budapest did not live long to enjoy his new position. He died in the Austrian capital January 24, 1852, leaving his wife and children nearly penniless.

Kollar's masterpiece, "Slavy Dcera." ("Daughter of the Goddess Slava",) in which he took occasion to idolise his Jena "Gretchen," was originally a small collection of sonnets, (1821,) gradually grew to a full-sized book of splendid Bohemian poetry, (1824,) which was enthusiastically received by the whole Slavic world and contributed, more than any other work,

(Continued on Page 14)

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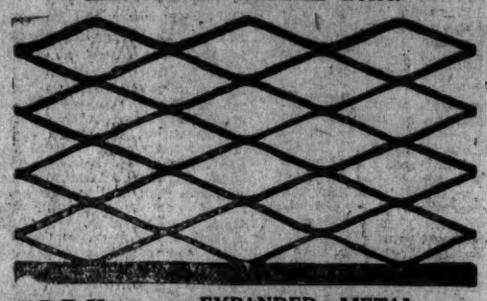

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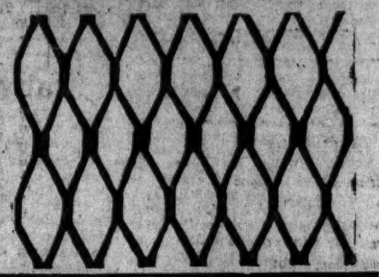

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OVER HERE!
By Callahan
GRANDPOP FORGOT TO REMOVE HIS PIPE FROM HIS MOUTH BEFORE TAKING HIS NAP- AND HAS HIS BEARD SINGED.
OOOH! LOOK! FIRE! HELP! GET THE HOSE! AND SOME WATER TOO.
GOSH! THAT'S A HOT ONE ON GRANPOP!
IF THAT AINT A STUPID THING TO DO! HE MUST THINK HIS WHISKERS ARE ASBESTOS!
DOESN'T POP FLARE UP QUICKLY?
EVEN THAT WON'T KEEP HIM FROM SMOKING I KNOW.
CALAMITY JANE.
HIS BEARD SMELLS JUST LIKE THE TOBACCO HE SMOKES.
SLEEVE!
LET 'EM BURN. THE KID ENJOYS THE SIGHT.
YOUNG NUISANCE
GOSH! THAT'S TOO BAD HE MIGHT HAVE BROKEN HIS PIPE.
WHY WORRY ABOUT HIS WHISKERS?
HE'S AS BRIGHT AS A DEAD MATCH.
BLUBBER
OH! HON. IF YOU EVER RAISE A BEARD I'LL HATE YOU! THEY'RE DAUGEROUS!
HE CAN'T EVEN RAISE A MOUSTACHE.
HON AND DEARIE.
GRANDPOP'S FACE LIT UP WITH SURPRISE WHEN HE DISCOVERED HIS CHIN CURTAIN WAS BURNING..
"COMEDIAN"
I WISH I HAD A FIREARM!
THAT REMINDS US- HATTIE BOUGHT THIS HAT AT A FIRE SALE.
DON'T PLAY WITH MATCHES. IF YOU'RE CAUGHT- MAMA WILL FETCH THE STICK AN' MAKE IT HOT FOR YOU.
FOR CHILDREN ONLY.
FROM G. M. WALL BRUN.
HOW MANY SPARKS IN A BONFIRE?
OL' JOHN DON'T
Jack Callahan
F3

Musical Matters

By R. B. Hurry, Mus. Bac.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

In the teaching of any instrument there is so much to be done on the purely technical side that important elements of musical training are almost inevitably neglected. The need for this other training is only discovered much later in life, often by the pupil himself, when he faces the need for singing at sight, or when he begins to learn harmony. I mean, of course, the training of the ear.

Even in singing, where the ear would seem to require accuracy, voice production and interpretation crowd out the training necessary to read at sight. The faculty of hearing mentally the sounds for which the written signs stand must be encouraged in the earliest stages of teaching. When a pupil who can play difficult studies and pieces from memory begins to learn harmony in the way it should be learned, as an aural study, he is often conscious that all the playing of pieces and studies has done nothing to enable him to hear the exercises he writes. The learning of rules helps very little, as every rule is only part of the general law for sounds which must be judged by the ear—heard first in the mind—before being committed to notes on paper. In the case of pianoforte and violin playing, the best of all systems, those based on the rhythmic development of technique, cannot replace a methodical and separate course of aural training.

Amongst Novello's Primers there are a couple of little volumes called "Musical Dictation." There are many other such books, and part of this work can be done very early in the musical training, preferably (with children) in class, where the element of competition is an incentive to attention in the right way, the way for results.

The method of conducting this training is no doubt capable of a good deal of variety with different pupils and teachers, and the whole matter is one that is at the root of the art of teaching. On it depends most of all the amount of use to which early teaching can be put in later years.

With singing classes, a good plan is to teach a song thoroughly by rote first, then the teacher, after the Key, time and scale have been explained, makes the pupils dictate the tune in notes of the right pitch and length, which are then written one by one on a black board (properly ruled, of course, for music). The sol-fa names, if used, should be turned into their staff equivalents by the pupils from the first. Next, a new tune can be written and sung at sight. A constant reversal of the two processes quickly produces the result desired. Later the pupils can write on paper phrases played or sung by the master.

In the very early stages at the pianoforte, the simpler exercises for one hand should be played not from the notes, but from ear, after being sung by the teacher and hummed over by the pupil. Chords may be made the bases of training by the pupil first being asked the number of notes in those played of 2, 3, 4, 5, and 6 notes each. Soon the constituent notes of the more ordinary chords can be recognised and named. Notes should always be named from the lowest upwards. The lowest of any given chord may be named by the teacher.

Other methods will suggest themselves however poor the results at first, there will not be so often the saddening experience of those older students first beginning to try to write melodies or to compose little exercises in harmony. They often feel entirely at sea and muddle along with a mass of rules, exactly as if the problem were an algebraic or jig-saw puzzle, with notes for pieces, instead of a set of sounds.

Often one is told, "I could do this exercise if only I had learned to hear the written notes, or been taught to sing at sight." Then too, deep down is the suspicion that the pupil blames his earlier teachers for attending to mere instrumental or vocal skill, instead of to that which is essentially the most musical part of music. The lack of the proper development is rarely suspected by the pupil himself. "Ear" is, or was, treated as a gift. Of course it is, and so is technique for that matter, touch, and voice too; but they can all be developed. Many of the old standard harmony books and those on counterpoint and composition made no appeal to the ear of the student. But the days of mere masses of rules and examples marked "good" and "bad" are now passing away. What has done most to kill these books is the fact that nobody, not even the authors, could remember all the warnings, recommendations and exceptions, unless his mental ear gave him the principles that underlay the mass of scientifically tabulated lore. This kind of book presented the appearance of a chemical chart more than of a reference for the guidance of the budding composer of sound. The bitter quarrel most of us wage with these fossilised sound-killers (harmony books so-called) would cease to have its point if the ear training were put where it should be, and that is, at the beginning of all musical study, after the age of rote-songs and nursery rhymes, the natural and proper material on which to start the musical sense.

It is suggested that if our schools taught musical diciation, it would become as usual for our children to be able to read (away from an instrument) a page of Beethoven, as to read a page of French. At some of the more enlightened musical institutions, all music is memorised in this way, not at the instrument. It requires the special training indicated, but is of course the only way that presents the difficulties of playing in a logical order.

The Passing Of The Gala Of Royalies

(Continued from Page 12)

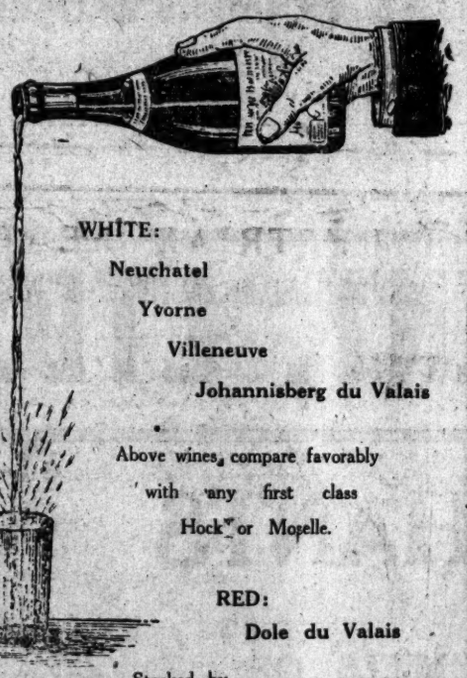
garian people to be saddled with an astute, scheming, unscrupulous princeling, whose personal ambitions and petty intrigues were a continual menace to the country of his adoption. The disappearance of the court in Bulgaria leaves no blank. She never ought to have had one.

In Germany court life was a very serious affair. The etiquette and punctilio, the regulations and customs, were stricter and more intricate than anywhere else in Europe. Not only in Berlin, but in the smallest court at Saxe—whatever it might be, it was as much as a man's life was worth to infringe the rigid laws of court ceremonial, to make a mistake in a title, to forget a relationship, to put on the wrong uniform, to omit the right decoration, to stand out of place at a reception, to go out of proper order into dinner, or to speak before he was spoken to. The court traditions were so strong that the occupants of the thrones seemed mere accessories. Even the Kaiser, who, whatever it may be fashionable to say about him, was, anyhow, not a negligible quantity, was revered as Kaiser while he was criticised as a man. It was the institution of monarchy, repeated in many degrees all the way down the scale, that was the important thing; and around it an incredibly thick crust of flunkeyism had accumulated as time passed. And yet this institution, with its ramifications, stored up conventions, and apparent permanence, has vanished in the twinkling of an eye. Like the towering elm with spreading branches when it falls, its roots were found to have gone neither deep nor far.

When courts, like the multitude of minor German courts, represent nothing but the anomalous preservation of a stale tradition; when courts, like the Russian court, seek to envelop a very ordinary and inferior mortal with a fictitious atmosphere of splendor and reverence while various factions usurp his autocratic powers; when courts like those of Berlin, Vienna, or Sofia serve to shield and screen monarchs who exercise greater prerogative than is consistent with modern ideas of good government; such courts are merely pernicious survivals which are quickly scattered in such a storm as has recently swept over the world. They are often greater evils than the monarchs themselves, not only because of their innate corruption and the false allurements they hold out to the vulgar and the shallow-minded, but because they prevent men, who through no fault of their own are enthroned, from keeping in natural contact not with a select few, but with the mass of the people who have long ceased to entertain the old superstitions and have no regard for the sanctity of monarchy.

We have seen changes here at home. Could the Victorian drawing-room, with its lines of carriages waiting in the Mall in broad daylight, containing ladies resplendent in satin and lace, with tiaras and ropes of pearls, while the crowd gazed through the windows—could this be repeated now? We should say not. Galas are rare. Will they be revived? There may be more changes yet, because simplicity is appreciated in high quarters, and a distinguished example which abandons unnecessary and extravagant display is bound to have a considerable influence. But we, too, have our crust. It thickens rather outside the court itself. It is composed of the people known as "Society." Having contributed their full share of heroic sacrifice in war-time, they are as convinced as ever that their function in peace-time is not to serve, but to exist as a parasitic excrescence on our national life. They are preparing to outstrip the limits of their pre-war luxury and parade. They refuse to read the signs of the times. Warnings from Europe, loud though they may be, fall on deaf ears. They are convinced they are indispensable, and that they are permanent. That is what they thought, too, in Petrograd, in Vienna, and in Berlin.

SWISS WINES



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Czecho-Slovakia's Rich Heritage Of Culture

(Continued from Page 12)

to the revival of Bohemian literature.

Like Kollar, Paul Joseph Shafarzhik, (1795-1861,) was of Slovak descent, and of the Protestant faith. He proceeded in the same year (1815) with his countryman to the University of Jena.

Although he wrote some poetry in his youth and is the author of several translations, (Aristophanes' "Clouds," Schiller's "Mary Stuart," etc.,) his principal share in the renascence of the Bohemian language and literature was in the shape of standard works relating to Slavic philology and archaeology.

In Presburg, now the capital of Slovakia, Shafarzhik made the acquaintance of Palacky, and the friendship endured the whole of their lives. After a long martyrium, struggling with poverty, persecution, and neglect, he finally landed in a chair of Slavic philology at the University of Prague.

Shafarzhik's speech of 1848 at the Pan-Slavic Congress of Prague on the solidarity of all the Slavic nations caused, at the time, a great sensation. His immortal fame is based on the first "History of Ancient Slavic Culture," (Starozhitnosti Slovanske, 1837.)

But the greatest of the quartet of literary heroes of the Bohemian Renaissance undoubtedly was Frantishek Palacky. As descendant of a faithful adept of the Bohemian Brethren, Palacky's father continued secretly to worship according to their ritual. When Joseph II. issued (1781) his "Edict of Religious Toleration," the family openly declared itself of the Protestant faith.

During his Presburg college years, young Francis acquired a thorough knowledge of the English language. Bolingbroke's "Letters on the Study and Use of History" and Gibbon's "Decline and Fall of the Roman Empire" were among his favorite books. Like Kollar, Palacky originally intended to give his exclusive services to the Protestant Church, but finally made up his mind to devote his life to Bohemian historiography and the political leadership of his nation.

In brief, Kollar, Jungmann, Shafarzhik, and Palacky stand to the Bohemian literature of the nineteenth and twentieth centuries in a similar relationship to that in which Klopstock, (1724-1803,) Lessing, (1729-1781,) Herder, (1744-1803,) and Johannes von Mueller, (1752-1809,) stand to the development of German literature and historiography, from Goethe and Schiller to our own day.

Bohemian literature, of course, cannot compare either in quality or quantity with the literary output of modern Germany; it has neither a "Goetz von Berlichingen" nor a "Wallenstein" trilogy, no novelists of the size of Gustav Freytag, no dramatists like Kleist and Gerhart Hauptmann, no lyrical geniuses of the stamp of Burger, Heine, and Annette von Droste-Hulshoff, but the fact that an Anthology of Modern Bohemian Poetry can quote names such as Peter Bezruish, Svatopluk Czech, Karel Jaromir Edben, Elishka Krasnohorska, Jan Svatopluk Machar, Jan Neruda, Antonin Sova, and Jaroslav Vrchlicky, every one a great luminary in the firmament of Bohemian letters, is suggestive of the great possibilities existing in the creative genius of the restored nation of Czecho-Slovakia.

Let me, before concluding, invest at least one of the eight, the last named, with some appearance of reality for the American reader.

Jan Hus, the first rector magnificus of the Bohemian University in Prague, after the withdrawal of the German students and professors who went to Leipzig to found there (1409) their own university, worked hard to clear the Bohemian language of its German elements. Jaro-Slav Vrchlicky (1853-1912) set himself a similar task in the literary field. The ideal of his life was to free his nation from the German literary tutelage. He assumed, almost single-handed, the herculean task of translating into classical Czech the best literary products of the various nations. Thanks to him the Bohemian people needs no longer to use German translations of Dante, Tasso, Ariosto, Leopardi, and Carducci; of Moliere, Victor Hugo, and Rostand; of Ibsen, Camoens, and so on.

But the learned professor of modern literature at the Bohemian University in Prague (established in 1882, as a first great concession to the Bohemian Revival) was no fanatic; he translated Goethe's "Faust" and the dramatic masterpieces of Schiller as well.

How this literary giant who produced, besides his translations, forty volumes of poetry and twenty dramas, was able to achieve his task is almost unimaginable; patriotic enthusiasm, driven to fever-heat, alone can explain it. Vrchlicky's stupendous work was a counterpart of the literary activity of the aforementioned Comenius who wrote both in Latin and Bohemian, of which latter he was an unsurpassed master, over 120 books on the most varied subjects. They were the Bohemian Encyclopadists predecessor and successor of Voltaire and Diderot, who also took upon themselves the work of a whole academy in order to inaugurate a new epoch in their nation's intellectual emancipation.

22,973 U.S. SOLDIERS ARRIVE HOME IN DAY

Six Transports Debarked At Same Time, Making Record For Return

New York, April 26.—In spite of the seventy-five-mile northwest gale which blew outside Sandy Hook, yesterday was the record day for troop arrivals at the Port of Embarkation at Hoboken, where 22,973 troops debarked from five transports and the French liner Touraine. The previous day's record was 19,471, set on April 2.

The Mount Vernon was the first to make fast and the Leviathan was the last, at 6 p.m., with 12,000 on board. The troops were from the 77th, 42nd, and 47th Divisions, and were sent away to the camps a few hours after their arrival, except the 1,000 sick and wounded on the Leviathan, who will be removed today. The troops on the big transport considered themselves lucky to have missed hitting what they believed to be a drifting mine on Tuesday morning southeast of Cape Race.

The Captain had received a warning from the Mount Vernon to look out for a mine 400 miles ahead, and the course of the Leviathan was changed to the south. On Tuesday morning the lookout man sighted an object ahead and signaled the officer on the bridge. The suspicious object drifted about fifteen yards from the starboard side. Officers declared it was a mine.

The chief interest yesterday apart from the arrival of the 77th Division on the Mount Vernon was the return of the remainder of the 165th Regiment, the old 69th New York, on the German steamship Prinz Frederik Wilhelm. This was her first trip across the Atlantic since she came before the war as a North German Lloyd liner. Yesterday she flew the Stars and Stripes at the stern and the Inter-Allied flag at the mainmast head. She is the fifth German ship to arrive in seven days that has been taken over by the Government for transport service in exchange for food supplies. Of one company of this unit every man who came back had been wounded at least once. Many were left behind in graves in France.

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St. John's University News Items

The final intercollegiate English debate will take place May 28, at 8 p.m., in Martyrs' Memorial Hall, Chinese Y.M.C.A. The subject to be debated is: Resolved, That China, when she has tariff autonomy should adopt a protective tariff. Nanking University will debate the affirmative and St. John's the negative side. There will be no admission fee. The alumni of both schools are urged to attend.

Under the auspices of the Department of Sociology, Mr. Graham R. Taylor, of the staff of the Survey and, until recently, of the American Publicity Bureau in Russia, spoke on "The Russian Revolution of 1916" on Wednesday evening.

Several students have been chosen by the student body to represent the school in the recently organised Shanghai Students' Association, which has its headquarters in the World's Chinese Students' Federation building. The purposes of the association, it is understood, are to carry on a successful boycott of Japanese goods and to form lecturing groups to stir up patriotism among the people.

THE EMOTIONS AND DIGESTION

Why Laughter Is Good At Mealtimes

There is a curious relation between the emotions and the process of digestion. It is a scientific fact that sudden grief or joy will instantly arrest digestion and the functions of the stomach will not be resumed until the unusual emotion has subsided.

The truth is that the stomach needs a good supply of rich, red blood to properly perform its duty and if the supply is called away to the brain digestion stops.

If you worry and think about your troubles at mealtime you are on the road to indigestion, and the more you do it the more troubles you will have to think about. Laughter is an aid to digestion but plenty of rich blood is a necessity.

That being the case, the first thing to do in dyspepsia, or indigestion, especially in the form of stomach trouble generally called nervous dyspepsia, is to build up the blood, and it is because Dr. Williams' Pink Pills do exactly this that they stand pre-eminent as a remedy in such cases. They are a tonic for the blood and nerves, and they begin at once to build up the system weakened by excess, worry, over-work, or other causes. The rich, red blood soon begins to show in cheeks and lips, the step is quicker, the eyes are bright, and the good effect is felt in every organ of the body.

Two useful books, "Diseases of the Nervous System" and "What to Eat and How to Eat" will be sent free by the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. Your own druggist sells Dr. Williams' Pink Pills for Pale People, or you can order them direct by mail, post free, at $1.50 the bottle, six for $8.00, from the above address.

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British Would Operate On Society To Remove The Germs Of Bolshevism

Workers Will Be Satisfied With Nothing Less Than A Share In Both The Management And The Fruits Of Industry—Most Successful Employers View Proposed Changes Without Alarm, Observer Says—Strength And Weakness Of The Whitley Plan

London, April 1.—A young man who had lately joined the R. A. M. C. was being questioned as to what he would do if a person fainted:

"I should give him some brandy," he answered readily.

"But suppose you had none," pressed the doctor.

"Then I should promise him some," came the quick reply.

That young man might easily have qualified as an expert adviser to the British government during the past four years; whenever the workman showed signs of fainting he got a stimulant in the way of higher wages and a promise of quite a number of other things in the near future. Also he was told that he was winning the war. I think we got our "win the war" advertising idea from England. The posters are still about, telling you that sugar, coal, ships, war savings stamps and bonds would win the war, but most particularly was it impressed upon the workers that they were winning the war and that service in the shops was no less honorable than service in the trenches.

Now the men out of the army—the men who know that they won the war—are again in the ranks of labor and the whole lot of them are asking most pointedly what they won in winning the war—the right to starve, which they might have achieved without conscious exertion, or the right to live decently in the country which they saved. In other words, they are asking for the brandy which was not on hand at the time of their faintness, but which was promised to them for a later date. They have been striking to get that brandy. A strike is settled one day here, but another one breaks out somewhere else the next day. If one section has its dispute settled by a grant of shorter hours and higher wages, the next industry strikes to get something better, and so on around the trade union circle. Outside this circle are the Bolshevists, who are daily increasing, and they strike only to cause trouble for capital, and nobody quite knows where trade unionism ends and Bolshevism begins. And the difficulty is that both capital and labor have a certain number of insane spirits who talk quite a good deal of what they would do right speedily to end it all.

Shooting Programs
Not Very Practicable

The man of income who has never labored sits in his club and advises, "Shoot the impudent beggars." He has his counterpart in the Bolshevist, who would also shoot, but in the opposite direction. The trouble with both shooting programs is that a most inconvenient number of people have to be shot in order to make any headway.

Another set representing capital would lock out the men until they return to their senses and are willing to work. And they have their labor counterparts in the men who would stay out on strike until plants depreciated and the populace was up in arms over the shortages in food, transportation and coal.

Stated in abstract, the tenets of these various groups sound ridiculous, and they are quite so; but that does not in the least prevent them from airing their views and making a rational settlement very difficult. For instance, Sir Eric Geddes the other day proposed somewhat flippantly that if the workers thought that they could run business, why did they not hire any of the munition factories that were up for sale and go to work on their own? The suggestion was uncommonly popular with the audience, but not quite so welcome to the government, which saw flaws in the plan. As a consequence I understand that Sir Eric is to receive a ticket for oblivion, with a stop or two on the way.

For the government and the labor men are earnestly seeking some plan of settlement of the whole social question. The labor situation was the principal theme of both the King's and Lloyd George's addresses, and although the only concrete plan at present in general favor is that contained in the scheme for Whitley councils, I have been given to understand that these councils are only the beginning, and that plans are under way for the erection of a new social order that will baffle Bolshevism. For is is generally recognised among thinking men here that the cure for Bolshevism is not the isolation of those affected, but an operation on society that will remove the germs of the disease.

The Parliamentary labor movement has much in common with the Bolshevists, in that it declares that the worker has not had his fair share of industry, but it splits with the followers in not holding that only the worker should have a place in society, or that the worker is alone competent to manage industry. The trade unions have passed from the defensive position that they had before the war into a constructive, half socialistic state and they mean to accomplish the uplift of labor by Parliamentary means.

Finds Best Brains
In Labor Movement

The best brains in England are now in the labor movement. I have talked with most of the men who hold official positions in labor organisations and also in the government, or are members of the House of Commons, and, taking them by and far, they are far above the politician class and are, though it may be heresy to say, a deal more intelligent than the rank and file of the employers. Therefore, I expect labor to lead and capital to follow—that is, industrial capital. The bankers and capitalists are hopelessly behind in their views of conditions. The prosy and sententious addresses which the chairmen of the various large joint stock banks consider it necessary to deliver at the annual meetings and then to have reprinted in the newspapers all deal with the labor question to some degree, but these deliverances are mostly in the form of prayers for "better relations."

It will be surprising if, and within a very short time, some drastic reorganisation of the relation between the man who employs and the man who is employed is not brought about in England. It will be drastic, because otherwise the present labor leaders will have to give way to the Bolshevists. No half measures and no promises will satisfy the British workers. He wants a complete social program and a share in both the management and the fruits of industry.

Such a looking forward to a new relation would create almost a reign of terror in the United States, but the most successful of the English employers do not view the change with the slightest anxiety. They know that the country was all the better for breaking down years ago the feudal system. After a few protests they fell in with Lloyd George's social policies of before the war, those who held land in Ireland have been satisfied to have that taken from them by the government at an appraised value, and generally the whole English body politic, while grousing horribly at every change, is remarkably open minded when the change actually happens. And the employers with open minds are those who will today meet with the labor men and force the recalcitrants into line. I have talked with many of these men; a few hope for a return to old conditions, and there is also a somewhat humorously regarded class who say that the war should be a great thing in teaching workpeople to obey their masters. These protagonists are mostly in their dotage.

Buying Labor Leaders
A Futile Practice

Another class of the wealthy imagine that the easiest solution is to buy labor leaders from time to time. But their efforts have not been successful, because the moment they get one safely bought he is kicked out of office. The real leaders of British industry want to get down to brass tacks, stop all jockeying for position, and settle strikes for all time, and not merely for the week end.

For instance, the use of troops in Belfast and on the Clyde and the threats of the government to imprison all strikers on what we would call public utilities by an Order in Council under authority of Dora, is not looked upon as wise, because industry cannot live in a reign of terror, whether the government or the strikers are doing the terrorising. Look at what some of the leaders have to say and a good idea of the sentiment of big business can be had.

Sir Vincent Caillard, chairman of Vickers, Ltd., the great war works: "Both employers and employed have been apt to forget the root fact that we are all men. On the one hand, employers have been too ready to regard human beings as machines; on the other hand, the employed have been too ready to regard the 'management' as merely a heartless instrument for getting the biggest possible return for the least possible outlay. Thus there arose a position which was regarded by both as being inevitable. But my contention is that it is not inevitable. I will go further and say that not only is it not inevitable but that it is the very antithesis of the state of things which should exist and which may exist.

"If we all agree, as we must—if we are ready to take the big view—that mutual confidence must be the foundation stone on which must be reared the new industrial fabric, the question arises as to how that mutual confidence is to be secured. And this is where I would like to put a straight issue to all big and progressive employers who realise the issues involved, who see the vast national possibilities on the one hand and the vaster dangers on the other, who render very considerable service in speeches and in writings, but who, it seems to me, could do very much more.

"How far are we prepared actively and definitely to try the great experiment of a harmonious partnership between capital and labor? How far are we prepared so to remodel industrial conditions that industry, with complete representation on both sides and by absolutely constitutional methods, shall govern and develop itself? To what extent are we willing to show that we are in earnest?"

As A Captain
Of Industry Feels

Sir Hallewell Rogers, M. P., chairman of the Birmingham Small Arms Company, Ltd., (the celebrated B. S. A.): "What is labor's proper place in management? This proposition demands the most thoughtful consideration on the part of employers and employed. No solution is, however, possible unless both parties approach the facts in that frame of mind which makes adequate allowance for their respective duties and responsibilities. The interests of employers and employed in meeting the new industrial conditions with such competitive power as will insure the continuity of of British prestige in the markets of the world are so intertwined that the best constructive faculties of both must co-operate in harmony and good will."

F. Dudley Docker, C. B., chairman of the Metropolitan Carriage, Wagon and Finance Company, and who is said to command more power than any other industrial man in England: "Labor has many legitimate demands, but those demands depend entirely upon the prosperity and productivity of industry. The demands, which are of themselves perfectly reasonable, are: good wages, reasonable hours, the opportunity of enjoying the leisure thus afforded, proper housing, and a sound and comprehensive system of education which will give the coming generations the opportunities of material advancement and capacity to enjoy real recreation.

"These conditions should not be uneconomic. They are conditions which ought to obtain in a civilised state, they are conditions which make for increased efficiency, but they are conditions which depend not upon any legislative short cut nor upon a system of uneconomic doles, but the combined effort of those engaged in industry itself.

"We are all more or less agreed upon this, but somehow the thing does not get done, or if it does, it gets done sporadically and slowly. There is, I believe, an honest desire to carry out these principles, but there is still suspicion, and both sides feel that neither can fulfil its side of the contract without the other.

"The suspicion breeds irritation and delay; both sides hesitate to stigmatise their own black sheep. Both sides are far too willing to discuss general principles and too little willing to face up to the real difficulties, to agree to a solution and above all to carry it out in concrete action. The result is that extremists on both sides carry on and achieve reputations, if not a success which is out of all proportion to their deserts. Both employers and the employed wish to repudiate these false leaders, but each time they fail so to do the task becomes harder."

Right Hon. Sir Albert Stanley, president of the Board of Trade: "Whether my experience in America has been an advantage or otherwise, my conduct and actions must be the outcome of it, and I especially recall one particular experience which I had there. I was identified with two separate undertakings—one rapidly succeeding the other. Each of these undertakings had in its employ practically the same number of men—roughly speaking, about 30,000. One of the undertaking was really the last word in trade unionism; every single employe was bound to accept membership of the union. The other undertaking was entirely free from that influence. So far as I know not a single man identified with it had any connection with any trade union movement. What was my experience of that? In the trade union undertaking provision was made whereby any grievance could be brought forward and carried right to the very top for the purpose of adjustment. It frequently came to my notice, as manager of that undertaking, that grievances on the part of the men had a real, genuine foundation. It frequently came to my notice that some sub-official was not justified by the facts in some action he had taken. As a result of the method which existed, many grievances were remedied. No such machinery, at least no adequate and satisfactory machinery, existed in connection with the other undertaking. If there was any grievance it lay smouldering beneath the surface, and having no opportunity for adjustment. The result convinced me that whether it is done by established trade unions or by securing the co-operation of the selected leaders of men, whatever the system may be; it is absolutely essential for the successful conduct of a business in which a large number of men are employed that there should be set up machinery which will secure to the men an opportunity for bringing their grievances forward and securing them against punishment on the part of the officials."

"Following this general thought of getting together, numerous leagues of employers, and employes have been formed throughout the United Kingdom, and in them the labor leaders discuss problems with some little results in a concrete way, but with very great results in the way of getting a better understanding of each other. The most tangible result has been education on both sides that resulted in the scheme for industrial councils, which are about to be put into force, and which are popularly known as the Whitley councils, because the Right Hon. J. H. Whitley was the chairman of the committee which made the report to Parliament containing the proposals.

The plan is this: Each industry shall have a National Joint Industrial Council, made up of representatives of the Employers' Association and the trade union, which shall take up and settle all the larger questions affecting that industry, such as wages, hours, and the better co-operation between employers and employed. Since many questions are local, below the national councils are to be district councils and below them works committees in the factories themselves, representing the management and the men without regard to the particular union memberships.

Failing To Provide
For Unskilled Toilers

The strength of the plan is to be the works committee, and it is hoped that the higher councils will deal only with very general matters, leaving to each works a very large measure of self-government. The committee suggested that the following matters at least should come within the purview of the committee:

1. The better utilisation of the knowledge of the workpeople.
2. The rate and methods of wage payment and particularly the securing to the people of any increased profits.
3. Machinery for the quick settlement of any differences between management and men.
4. Technical education and training.
5. Securing to workpeople the rights to inventions which they may devise.
6. The general improvement of the industry.

This is rather a large program, and it is hoped that it will provide the necessary preliminary education, so that the men can actually qualify for a hand in the management. The difficulties with the plan are that the workers are rapidly drifting away from their regular organisations and moving in the direction of workers' rather than craft unions. The Whitley plan provides for the skilled man, but it makes little provision for the unskilled and unorganised man, and it is that man who is today the greatest problem, because he threatens to reform himself ino a proletariat. And finally the Whitley system appears to many to contain quite too much formality and to hold the danger that the real objects will be lost through excessive particularity in organisation and interpretation of rules and statutes.

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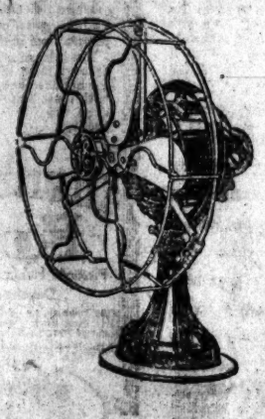

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Sanskrit Classic Is Sensation On The New York Stage

'Shakuntala', A Drama Of Elementals Written Centuries Ago Proves To Be Still New In Its Interest

By John Corbin
(*New York Times*)

The paradox of the classics! To most and perhaps all of us, to name a classic is to cause an instinctive revulsion, as if at something difficult, dry, and forbidding. And to most of us—to all who preserve the open mind of childhood and the willingness to find pleasure where pleasure is—actual contact with a classic brings native and spontaneous delight, as irresistible as the warmth of the sun, the eternal majesty of the stars. Possibly our early training has stepped on the toes of a still earlier facility in appreciation. The rigors of education have delivered us into the power of a false etymology, so that we associate the classics with the classroom and the early tyrannies of the pedagogic ruler. If there should be another Flood,

For refuge hither fly!
For though the rest of the world were wet
This book would still be dry.

In the little white schoolhouse, far up on Ragged Hill, where these lines were first encountered, they seemed the acme of wit and of satire. And they seemed equally apt whether copied into Wentworth's Algebra or into the Rolfe edition of "Hamlet."

The "Shakuntala" of Kalidasa is undoubtedly a classic. But Goethe (who was among the first to recognise the fact when Sir William Jones brought the play to light in 1789 with his translation from the Sanskrit) has given us the least repulsive of all definitions of a classic—a work of art which, after the lapse of a hundred years, remains alive and pleasurable to mankind. Alive and pleasurable! That "Shakuntala" assuredly is, though it was written in far-off India not less than fifteen hundred, and possibly two thousand, years ago—for it is variously dated in almost every century from the era of Julius Caesar to that of the fall of the Roman Empire. And it is not only alive, but perennially youthful, for it is another paradox of the classics that the oldest of them are forever the youngest of all.

Shakuntala is as young as Juliet, as young as Nausicaa. And her portrait is far more exquisitely detailed, if not more complete. It is more intimate than the portrait of any heroine of the most modern theater. We see her first with two girl companions in their daily task of watering the trees and vines before her hermit guardian's cell. She is, if you please, a little animal, as all young things should be. Earth and water are her friends, and the trees her daily confidantes. Her heart, if as yet she has a heart, is given wholly to another young animal, a spotted fawn. Yet she is not a stranger to the thought of love—far from it. Her companions, like the maids of Shakespeare, "laugh alone"; and when they rally her with the suggestion of marriage her thoughts are seen to be innocent but by no means ignorant. Her beauty is ripe as it is sweet; and Kalidasa has the art to make it, as Bernard Berenson would say, tactile to us. No creature ever snuggled closer to the imagination than this little Hindu beastie of the jungle.

Then the young King comes upon her while hunting in the forest. At the first sight they love. The hermit guardian is absent from his cell, and Shakuntala's light-tongued, prurient girl friends leave them alone. But the passion of Shakuntala and the young King, like all great passion, is reverent, controlled. She sickens, as if from a fever of love; but she does not yield, nor does the King urge her, until the words of a Gandhavra marriage are spoken. At the first coming of love the child animal is no more. Shakuntala is a woman grown.

The idyll gives way to plot—romantic drama. An angry god casts a spell on the young King's memory, so that when Shakuntala comes to his court, in order that their child may be born under fitting auspices, he repudiates her as an impostor. She returns to the jungle. Eventually his memory is restored, and he sets out in search of her. In portraying Shakuntala's humiliation and grief, and the King's remorse and longing, the hand of Kalidasa is as firm as always, his touch sympathetic and sure. As the play develops it is humanly true in every moment. The denouement brings a scene as vivid as the idyll with which the play opened. The King is, as he thinks, childless; and, on his return to the hermit's cell, he finds there a boy of 6, taming a tiger cub to obedience. It is his son—Bharata, the All-tamer, eponymous hero of the Sanskrit epic, Mahabharata. The wilding vigor of the heroic child, and his father's joy in recognising him, give color to an episode of the utmost humor and beauty, and strike a mood of joy which is consummated in the King's reunion with Shakuntala.

Nothing is more striking in the art of Kalidasa than the manner in which he achieves salient character without ugliness, reality without prosaic realism. As he found his story in the Mahabharata, his hero's lapse of memory was not due to the interposition of any god. It was all too mundane and human. The royal huntsman loved and rode away. But there is a difference between epic and drama, between a deed as sung in verse and as represented in action. And so Kalidasa invented the supernal interposition, to save the face of his hero. As regards minor personages, however, reality pays full tribute, in the form of character and humor. No less than Shakespeare, Kalidasa knew the ways of maidens when they laugh alone. And—like Shakespeare again—he was not too prone to beautify the character of his hero. Before Juliet, Romeo loved Rosaline; and, though modern producers suppress the fact in deference to a pale and pretty romanticism, it gives character and humor even to the balcony scene. This Hindu hero was not unprovided with wives. Shakuntala shows from the first a jealous regard for them: and the King in his palace is haunted by the notes of their grief at his desertion. But though heard from, and even heard behind the scenes, they do not appear. Reality is not permitted to strike a note of ugliness, or even of irrelevant character.

It is, of course, possible that a greater dramatist might have kept more closely to the original story, preferring a drama of regeneration to youthful romance. Be that as it may, the art of Kalidasa is certainly not of the very greatest. His spirit inclines to sweetness rather than to strength, to pathos rather than to tragedy, to a gracious dignity rather than to austere nobility. He is more nearly akin to Praxitiles than to Pheidias, to the minor Elizabethans than to Shakespeare. But he is the master always, and his play is today more alive and pleasurable, after fifteen centuries or more, than a romance of yesterday—or tomorrow!

Of Kalidasa's quality as poet and thinker I can speak only under correction. I read Sanskirt in translation, finding—as Oliver Herford once put it—that it loses so much in the original. But in his love of external nature, and in his power of vividly portraying it, I should guess that he is unexcelled, even by the English poets. Many of his stanzas almost miraculously survive translation. The song which is sung off stage by the abandoned Queen needs only the touch of poetic style to make it a little masterpiece. Monier-Williams renders it:

How often hither didst thou rove;
Sweet bee, to kiss the mango's cheek;
Oh! leave not then thy early love,
The lily's honeyed lip to seek.

Professor Ryder's version, I think, touches the chord of tender pathos more truly:

You who kissed the mango-flower,
Honey-loving bee,
Gave her all your passion's power,
Ah, so tenderly—
How can you be tempted so
By the lily, pet?
Fresher honey's sweet, I know;
But—can you forget?

The following lines are spoken by the King when his former love for Shakuntala is subconsciously struggling to regain a seat in his clouded memory—when he is "yearning for some loved one long forgotten":

Not seldom in our happy hours of ease,
When thought is still, the sight of some fair form,
Or mournful fall of music breathing low,
Will stir strange fancies, thrilling all the soul
With a mysterious sadness, and a sense
Of vague yet earnest longing. Can it be
That the dim memory of events long past,
Of friendship formed in other states of being,
Flits like a passing shadow o'er the spirit?

(Monier-Williams.)

In India the workings of the subconscious mind have been a familiar phenomenon for untold centuries; but it is only in quite recent years that the emotional and psychologic mood of Europe did not learn until the nineteenth, and even now comprehends only imperfectly: that man reaches his full stature only as he realises the dignity and worth of life that is not human. That Kalidasa seized this truth is a magnificent tribute to his intellectual power. "Poetical fluency is not rare; intellectual grasp is not very uncommon; but the combination has not been found perhaps more than a dozen times since the world began. Because he possessed this harmonious combination, Kalidasa ranks not with Anacreon and Horace and Shelley, but with Sophocles, Virgil, Milton."

The production by Frank Conroy, which is on at the Greenwich Village Theater for a series of Tuesday and Friday matinees, has many beauties of fabric and of color, but goes wrong in matters that are perhaps more essential. Instead of the neutral hangings which, as it appears from the text, surrounded the stage of Kalidasa, Livingston Platt has provided localities pictorially realised. It is seldom that the dramaturgy of a master is modified without penalty. The play opens with a scene in which the King and his charioteer are coursing furiously through the jungle in pursuit of a deer. If seen against a neutral background, there would probably be a distinct illusion of speed. But Mr. Platt has given us a "decorative" backing of painted trees seen against a blue sky, in the most modern manner of Gordon Craig and Reinhardt—the immobile outlines of which negative the illusion of speed and reduce the scene to absurdity. The passage ensues in which the young girls water their vines and shrubs. Kalidasa doubtless provided actual plants, as Shakespeare would have done. But Mr. Platt's setting is quite obviously a decorative convention—to water the supposed roots of which is obviously preposterous. And so again illusion is destroyed.

Much cutting of the text is unavoidable; and, on the whole, it has been judiciously done. But not always. Of the petty and characteristic scene in which the King encounters and recognises his all-taming son, no vestige is left. Tiger cubs are doubtless rare in these parts, and of quite inadequate training as actors. But even though this incident were cut, much of value would remain. For the cutting of the final scene in which the King is reunited with our heroine, the mother of his son and heir, there is no possible excuse. Instead of a deliciously human and quite dramatic finale we have only a tableau of the trio standing aloft on one of Mr. Platt's decorative stage clouds.

It is even more unfortunate that the chief shortcomings in acting should occur in the principal parts. As portrayed by Kalidasa, the King is, it is true, sentimental and languorous; but it is equally true that he is a right royal monarch and huntsman. Mr. Macaulay has many moments that are sensitive and picturesque; but the total effect is of painting the lily. Beatrice Prentice seems intent upon making Shakuntala a quaintly exotic Hindu maiden of constrained attitudes rather than upon making her a primordially impassioned young thing alive and pleasurable to folk of all ages and climes. Well, she succeeds.

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Despair enters into the heart of the housewife, for the ceiling of the kitchen is sadly dirty, she sees no prospect of securing the services of a professional whitewasher. There is no help for it—she must whitewash it herself! It sounds a difficult undertaking, but if it is set about in the right way it is comparatively simple. In order to be able to spread the whitewash evenly, it is as well to practise on the ceiling of the scullery or a small bedroom before attempting that of a larger room.

First of all, prepare the room and gather together the necessary materials and plant. Either short trestles or two pairs of steps and a plank strong enough to bear a person's weight are required; two pails, two sponges, and a distemper brush. The sponges can be made by filling a bag of Turkish towelling with broken pieces of sponge. If the towelling wears out a fresh piece can be put over the old one.

Take all the pictures, ornaments, and furniture that can be moved out of the room, cover any heavy furniture with dust sheets, and leave as much space as possible for moving the scaffold quickly from place to place.

If the ceiling alone is to be distempered and the walls untouched the latter must be protected. Fix, with drawing pins, sheets of newspaper on the walls as close to the ceiling as possible; the lower part may be covered with old sheets.

Should there be any splashes on the paper when the whitewashing is finished rub them off gently with a little dough, and remove as soon as possible any spots that may have fallen on the paint.

Before beginning to distemper the ceiling the old distemper must be washed off. Place the scaffold, which is made by laying a plank on the trestles or steps, in position and dip the distemper brush in a pail of water. Mount the scaffold and wet the ceiling to remove the old coating of distemper. Clean as much as possible with the brush and finish with the sponge. Let the brush be fairly dry when rubbing near the edges of the wall-paper and the sponge pressed to as sharp a point as possible. If there are any bad cracks in the ceiling clear the distemper out of them with an old knife and fill them with cement. Wet the cracks or bad places; then press the cement in well.

A simple preparation for whitewashing a ceiling can now be brought quite inexpensively at any oil shop, and does away with the first coating of size, which would otherwise be necessary. It is mixed according to the directions with cold water. Make ready a quantity of this preparation in a pail. It is better to prepare too much than too little, and the surplus can be always utilised to whiten the inside of a cupboard or larder. Before beginning, close the doors and windows of the room in order to keep the surface of the ceiling as wet as possible when working. It is best to work towards the light, although when a room is not square it is sometimes advisable to take the narrowest width of a ceiling.

Work from one end of the ceiling to the other and try to keep the edge wet, or when the ceiling is dry the marks where the brush overlapped will show.

The whitewash must be applied quickly, to avoid the edges drying, and care must be taken not to miss any part, as the ceiling cannot be retouched afterwards without showing. When the whole ceiling is finished open the windows and doors to allow it to dry quickly.

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Business and Official Notices

(Continued from Page 24)

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What Will New York Hotels Do Without Bars?

By Mary L. Read
(*New York Tribune*)

In Manhattan, America's play ground, there are no less than 500 hotels of various types, exclusive of clubs and mere cafes and restaurants. Between the society hotel, the apartment house hotel, the commercial traveller's house, the hotels exclusively for women, the hotels exclusively for men, the Raines law hotel, the family hotel, there are vast differences of conditions, patronage perspective, problems, and of relations to the impending ban on the sale of alcoholic beverages. Consequently there is no unanimous response, or uniform degree of perplexity or concerted plan of action, from these 500 (more or less) hostleries. Some of the most influential men in the hotel industry are confident that the prohibition legislation will never be enforced; others are equally confident that it is a real handwriting on the wall; and the current phrase among hotel men is not "when prohibition comes," but "if prohibition should be enforced." No one in the hotel industry here assumes to speak for any of his colleagues on this subject.

The Hotel Association of New York City represents a membership of about 110 of the largest hotels of the city. At the headquarters of the association there is sadness, even gloom. Leading men in the association are not only of the conviction that enforcing prohibition of the sale of alcoholic beverages would mean an economic loss to the hotel industry, but they are even more apprehensive that there is more to the problem than merely prohibition of liquor. If this prohibition measure can be legislated through and enforced, what will not the lightning strike at next? Tobacco? Cigarettes? Tips? Where will this sort of legislation stop in its curtailment of the traditional and accustomed activities of the hotel industry?

It is said at the Bowman hotels—the Ansonia, the Belmont, the Biltmore, the Commodore, the Manhattan, the Murray Hill—that no preparations are being made for changes, since it is the belief of these managers that such prohibitory measures will never come to the stage of enforcement.

At the Knickerbocker, also, no change is contemplated. Mr. James E. Regan, the manager, runs down to Washington occasionally to keep in touch with developments, but these occasional absences are the only ripple in the stream of Knickerbocker life that the pebble of liquor prohibition has caused.

At the Astor, Mr. Muschenheim maintains a smiling countenance and hopes for the best, but admits that the prospects are a cause of weary vigils for many managers, and intimates that an appearance of poise is no indication that a manager is not fighting against the proposed enforcement of this liquor legislation.

'There Will Be Fewer Banquets'

Mr. Muschenheim is certain that without the sale of alcoholic beverages "there will be fewer banquets"—which is not without large economic significance for such a hotel as the Astor—and that "such banquets as are given will be dull affairs," which also may have its economic corollaries.

Mr. Wallick, whose hotel is a commercial men's type, with a popular restaurant and a public cafe, confirmed and emphasized his recent statement that "if prohibition comes" he will close his hotel, because he cannot make it pay without the profits from the wine and beer sales. Higher prices for rooms is the only other source of compensatory revenue that Mr. Wallick could suggest, and this is not practicable for this particular hotel.

Mr. L. E. Boomer manager of the McAlpin, the Waldorf-Astoria, the Claridge, the Cafe Savarin and the Fifth Avenue Restaurant. Being an able executive, Mr. Boomer has neither the inclination nor the time to worry, and his decisions are prompt and to the point.

"If prohibition comes," says Mr. Boomer, "people will have to pay more for their rooms and food—that's all."

"Would it not be possible to increase your room business?" Mr. Boomer was asked.

"Why, New York hotels are doing a capacity business now," was the prompt response, with a note of astonishment. "The only possibility would be the opening of more hotels, and that would require enormous investments of capital."

Mr. Boomer called attention to the soda fountain, the McAlpin candies department and the Japanese tearoom, installed last year at the McAlpin. Whether these are considered by the management as forerunners of a non-alcoholic regime, or as educators of the public taste for soft drinks instead of hard, or as competitors with the bar service, diverting the desire for artificial stimulation from alcohol to sugar, Mr. Boomer did not say. He knows that they have installed the most exquisite and elaborate soda fountain and soft drink room in the country, and therein takes much pride.

"Would not the sale of soft drinks compensate financially for the loss of revenue from the sale of alcoholic drinks?"

"That, too, is a physical impossibility," says Mr. Boomer. "You cannot, in the same space and with the same number of waiters, sell enough soft drinks to make the same return."

The Pennsylvania, opening in January, with prohibition legislation imminent in the near future, installed a bar, nevertheless. Mr. Roy Carruthers, the manager, takes a rather matter-of-fact attitude toward the future.

"What will you do with your barroom space and employes if prohibition of the sale of liquor is enforced?" was the question put to Mr. Carruthers.

"That does not trouble us. Our public barroom is located on the first floor, on a corner equally accessible from the street and from the hotel. Banks and other firms are already sending in requests for rental of this space. However, our business is developing so rapidly that it looks as though we shall need this space ourselves for a grill. Our restaurant is now doing a capacity business, with only half of our rooms open, and we must find space somewhere for increase in the food service."

Fewer Visitors Expected

Mr. Carruthers estimates that men who have come to New York on business will not be remaining over an additional day or two for amusement if there is no "firewater" to be obtained. Also that there will be fewer banquets and dinner parties. Also that such dinner parties as are held will be comparatively prosaic and tame.

While only 5 to 10 percent of the gross revenue of the usual quiet hotel, taking the country over, may be derived from the sale of alcoholic beverages, the net profits from this source are higher, and this margin may represent the difference between financial success and failure of the hotel.

The Algonquin Hotel voluntarily closed its public bar about a year ago. It is reported that the young son of Mr. Case, the manager, was an influencing factor; that Mr. Case, as the father of a growing boy, found it increasingly distasteful to make a portion of the family living from barroom profits.

Mr. Case is now on a trip to the Pacific Coast, where he will have opportunity to observe ways and means used successfully by hotels in dry territories. Meantime, the resident manager, Chauncey Depew Steele, is exemplifying preparedness by developing a non-alcoholic "wine list." And so, "if prohibition comes," the wine list will not be annihilated, and guests will be already acquainted with these non-prohibited Jack Rose cocktails, creme de menthe highballs, rock and silver fizzes that are said to carry the flavor of their namesakes of unprohibited times, but with a non-alcoholic guarantee and with a "taste like more" that is gustatory and not pharmaceutical.

Finding A Substitute

As the gross profit on soft drinks is considerably greater than the percentage of profit on alcoholic beverages, it is estimated by the Algonquin management that the development of a soft drink trade is a profitable investment, irrespective of the fate of prohibition of the alcoholic beverages; and that this trade will, in the event of enforcement of the anti-alcohol legislation, immediately provide a compensatory revenue.

Mr. Steele thinks that the percentage of travelers who are attracted to New York City exclusively because of the shrines to Bacchus is not so large that they would be missed from the several million a year visitors to the metropolis if the sale of alcoholic beverages should be prohibited here.

The Algonquin would need the space of its present service bar for its soft drinks service, and the services of its present staff of barmen to prepare the revised "wine list" orders. In brief, the enforcement of prohibition of alcoholic beverages has no terrors, as an economic problem, for the Algonquin, and if it comes it will find it ready with compensatory measures.

The Clarendon Hotel, of Brooklyn, is sending its manager, Mr. Augustus Wegge, on a two months' tour of dry states, to study the effect prohibition has had on the restaurant and hotel business, and the compensatory adaptations that hotels in the existing deserts are finding practicable.

When Congress passed the bone dry bills last autumn, Mr. Copeland Townzend, manager of the Majestic, as a student of human nature analised the situation thusly:

The diminishing sale of alcoholic beverages is imminent. Erstwhile cafe patrons must, forsooth, find something else to do with their time and money, if that sale drops to the zero point. They will then be seeking for some compensatory relaxation or exhilaration and amusement: and they will still have a thirst for ambrosial beverages, "stick" or no "stick." The way for the hotels to reap the benefit is by providing some of these compensatory pleasures. And Mr. Townsend proceeded to illustrate the psychological principle enunciated by William James, that "every thought tends to express itself in action."

The Majestic has already opened a "bone-dry room" with a luxurious soft drink fountain, and has plans completed for early installation of a bowling alley and a swimming pool and for increased facilities for its roof gymnasium. In the "bone-dry room," which adjoins the grill, food is served and only non-alcoholic beverages, and an additional attraction are the tables for playing checkers, chess and cubetto. Development of a soft drink department would not spell unemployment for erstwhile bartenders, according to the Majestic management. On the contrary, the inventive genius of these expert blenders of joy is especially needed to concoct as delightsome "smiles" for the soft drink fountain as they ever handed out over the booze bar. Of course, there are doubters and cynics who will raise their eyebrows and ask, "Will the sophisticated try an 'arid ale'?" as a little joke. Will an "Old Oaken Bucket," by its suggestions of boyhood days back on the farm, refresh a thirst of soul comparably with a finger or two of rye? Or will the prudish out of curiosity yield to the temptation of a "prohibition cocktail" or a "water wagon fizz"? Will a plunge into a whole swimming tank of sterile water be as effective a morning eye-opener or an evening repartee inspirer as the previous internal administration of a mere split or two of old vintage or a thimbleful of mountain dew? Could sporting for an afternoon in the swimming pool or raising scores for an evening in the bowling alley provide as jolly pastime or as powerful a bracer as a little dalliance over a few bottles?

Profit Without Liquor

Oblivious to such mocking levity, Mr. Townsend is putting in these innovations. Majestic music and dancing will continue as usual or more so, prohibition or no prohibition. Briefly, the Majestic persists in facing the impending prospect of prohibition of the liquor traffic with Clevelandian philosophy, as a "condition" and not a "theory."

The Knott brothers—David H., William J. and James E.—operate about a dozen hotels—the Judson, the Holley, the Earle, the Berkeley, the Irving, the Van Rensselaer, the Albert, the Madison Square, Le Marquis, the Wellington and the Calumet. If prohibition is enforced they will have no occasion to curtail any of their service or to seek for compensatory revenue, for they carry no liquor license for any of their hotels or their restaurants. Perhaps it is that "in union there is strength." Anyhow, somehow, the Knotts are able to conduct an hotel business in New York City without revenue from a bar and yet without bankruptcy. Mr. David Knott thinks that people will continue to come to New York City for amusement even if they knew that they could not find a spirituous beverage in the place. The theaters, the opera, the shops, the art galleries, he thinks, would still allure them here, that they would still come here to get a change of scenery and to see the sights and to spend money.

The Martha Washington and the Rutledge, hotels for women only, patronized chiefly by professional and business women, have no preparations to consider, for they do not serve alcoholic beverages.

It would be of interest, perhaps, to inquire further into the psychology of the opposition within the hotel industry and to study the economic problems and possibilities of the hotels and the social bearings of the New York City situation as compared with other cities.

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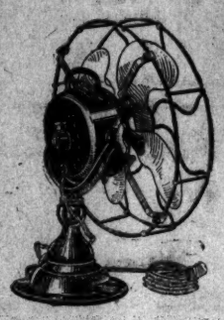
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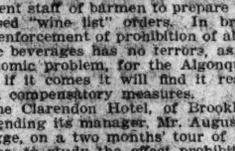
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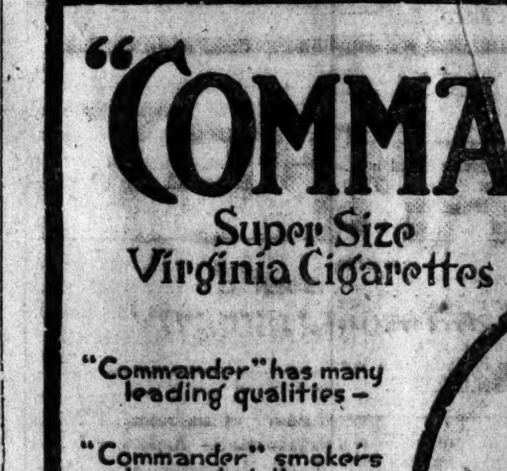
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How The Kings Of Comedy Make Audiences Laugh

Charlie Chaplin And Al Jolson Tell In Their Own Words How They Win You

HOW two of the most famous kings of comedy, Charlie Chaplin and Al Jolson, are able to command "the laughter of the gods," and others, is here related in their own words. The first confession is that of Charlie Chaplin (taken from "The Strand Magazine,") in which he unveils a few of the professional secrets which govern his success:

"The one point of human nature that I play upon more than anything else is that it strikes people as funny when they see some one else placed in an undignified and embarrassing situation.

"It isn't the mere fact of a hat blowing off that is funny. It is the ludicrous sight presented, by a man chasing up the street with his hat blowing and his coat-tails flying that makes people laugh. When a man walks quietly long a street he is not funny. Placed in an embarrassing and ridiculous situation, however, the human being provokes other humans to laughter.

"All comedy of situation is based upon this fact. Comedy moving pictures were an instant success because most of them showed policemen falling down coal holes, slipping into buckets of whitewash, falling off patrol wagons, and getting into all sorts of trouble. Here were men representing the dignity of the law, often very pompous themselves, being made ridiculous and undignified. The sight of their misfortunes at once struck the public funnybone twice as hard as if private citizens were going through the experience.

"Even funnier than the man who has been made ridiculous, however, is the man who, having had something funny happen to him, refuses to admit that anything out of the way has happened and attempts to maintain his dignity. Perhaps the best example is the intoxicated man who, though his tongue and walk give him away, attempts in a dignified manner to convince you that he is quite sober.

"He is much funnier than the man who mildly hilarious, is frankly drunk and doesn't care a whoop who knows it. Intoxicated characters on the stage are almost always 'slightly tipsy,' with an attempt at dignity; because theatrical managers have learned that this attempt at dignity is funny.

"For that reason all my pictures are built around the idea of getting me into trouble, and so giving me the chance to be desperately serious in my attempt to appear as a normal little gentleman. That is why, no matter how desperate the predicament is, I am always very much in earnest about clutching my cane straightening my derby hat, and fixing my tie, even though I have just landed on my head."

"Another point about the human being that I use a great deal is the liking of the average person for contrast and surprise in his entertainment. It is a matter of simple knowledge, of course, that the human likes to see the struggle between the good and the bad, the rich and the poor, the successful and the unsuccessful. He likes to cry and he likes to laugh, all within the space of a very few moments. To the average person contrast spells interest, and because it does I am constantly making use of it in my pictures.

"If I am being chased by a policeman I always make the policeman seem heavy and clumsy, while, by crawling through his legs, I appear light and acrobatic. If I am being treated harshly it is always a big man who is doing it; so that, by the contrast between big and little, I get the sympathy of the audience, and always I try to contrast my seriousness of manner with the ridiculousness of the incident.

"It is my luck, of course, that I am short, and so am able to make these contrasts without much difficulty. Every one knows that the little fellow in trouble always gets the sympathy of the mob. Knowing that it is part of human nature to sympathise with the 'under dog,' I always accentuate my helplessness by drawing my shoulders in, drooping my lip pathetically and looking frightened. It is all part of the art of pantomime, of course. But if I were three inches taller it would be much more difficult to get the sympathy of the audience. I should then look big enough to take care of myself. As it is, the audience, even while laughing at me, is inclined to sympathise with me. As some one once said, it feels like 'mothering me.'

"On almost a par with contrast I would put surprise.

"Figuring out what the audience expects and then doing something different is great fun to me. In one of my pictures, 'The Immigrant,' the opening scene showed me leaning far over the side of a ship. Only my back could be seen, and from the convulsive shudders of my shoulders it looked as though I was seasick. If I had been it would have been a terrible mistake to show it in the picture. What I was doing was deliberately misleading the audience. Because, when I straightened up, I pulled a fish on the end of a line into view, and the audience saw that instead of being seasick I had been leaning over the side to catch the fish. It came as a total surprise and got a roar of laughter.

"There is no mystery connected with 'making people laugh.' All I have ever done is to keep my eyes open and my brain alert for any facts or incidents that I could use in my business. I have studied human nature, because without a knowledge of it I could not do my work. A knowledge of human nature is the foundation of success."

And here is how Al Jolson "Gets Laughs," as related in "The American Magazine." Comparing himself to a salesman, he says:

"Just as any other man sells merchandise, I have to sell my goods to the audience. So when people say I know how to put a song across they are merely saying that, like a salesman of shoes or shirts, I know how to sell my goods.

"To bring the point down further, just as the buyer must know how to select his goods, I have got to know how to pick my songs and jokes, for they are my stock in trade, just as shoes and shirts are the other fellow's stock in trade. Past reputation doesn't count as much as people think. If a salesman doesn't bring in the orders his reputation drops in the trade. In the same way, if I don't get my orders in the shape of laughs and applause, I drop also.

"Like most salesmen, I got my selling experience in small stores. These stores were called vaudeville, and in these places I picked up many a valuable selling point. I learned such tricks of selling as how to approach my customers, when to close the sale, and how to put my goods over. And even today, after about eighteen years of selling experience, I am constantly learning new ways.

"I can easily demonsirate what my selling experience in small stores did for me by telling what happened when I went to one of the biggest 'department stores' in my line that you can find in New York. I mean the Winter Garden.

"In vaudeville I had learned that the average human being loves to have people get confidential with him and tell him inside stuff that he thinks no one else knows about.

"People often ask me how I pick my jokes. Well, take my word for it, finding good jokes is harder than working twenty-four hours a day. I get swamped with jokes from every part of the country, but I rarely find one good enough to purchase. Most of them are either too long or too risque for me to tell. Every joke I tell has to be simple and short. People sort of sock their ears to catch eevry word. That is a strain. So the shorter jokes are the better.

"Also to be really funny, jokes have got something people have experienced themselves, or, at least, know all about. The man who laughs is always matching up the joke from his own experience, and while he is laughing he is secretly tickled to death that while Jones's wife, for example, goes through her husband's trousers each night, his wife leaves his trousers alone. Jokes about married life go well, because the majority of people are married and know all about it.

"In this season's Winter Garden show I told a joke about a negro barber. It was one of my best, and I know why—simply because every man has had experiences of one sort or another with a barber. He has either been kept waiting an hour or his neck has been nearly cut off, or he has one barber who has shaved him for twenty years. If I tried to tell a joke about the boatmen of Venice, I might better go and drown myself in the Grand Canal. My audience wouldn't know or care anything about the boatmen in Venice!

"Songs are easier to pick than jokes, yet the selection of the right ones is very important. Any song I sing has got to have a swing to it, so that I can get the people tapping their feet, swaying their heads, or humming the tune along with me. When they do that I know they are enjoying themselves. The words have to be simple and easy to pronounce; the idea behind the song very clear, so that people can know what I am singing about, and the melody, of course, must tickle the ear. If the song is supposed to be funny, the words are all important, whereas the melody does not count. As an example of that, consider two big song hits such as 'Poor Butterfly' and "Where Did Robinson Crusoe Go With Friday on Saturday Night?' In the first song any words could have been used because the melody was wonderful. In the second song the melody did not count because the words were very funny."

In describing how the audience often spoils a laugh, Al Jolson says:

"I want to say a word about whispering and talking in theaters. When people cough, come in late, talk, shift the feet and do the hundred and one things that an audience does do, they are making it mighty difficult for the salesmen to sell their goods. In a way, it is just as though a man whom a salesman was trying to sell was very rude and curt. That may seem far fetched, but it isn't. People have no idea how disturbing these little things are.

"In drama actors work through half the play to lead up to a tense situation, and then a foolish giggle or careless sneeze destroys the entire interest in the play. In comedy, where the lines are so important, points are constantly being lost through noise in the audience. From my own experience I know that one man rising in a seat in the middle of a song or story can destroy the entire point. At once the eyes of the audience follow him to see where he is going. Being curious, people speculate as to why he should leave in the middle of the show, and it makes it difficult for me to hold the interest."

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Matinee Today 3.30 p.m. "HANDS UP." Episode 13: "The Last Warning" ,, 14: "The Oracle's Decree." TONIGHT at 9.15 p.m. FRANK KEENAN in "THE MIDNIGHT STAGE"

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending May 22:

The market has been slightly better during the past week chiefly in cotton shares. Ewos improved to Tls. 245. Yangtszepoos to Tls. 11¼. Shanghai Cottons to Tls. 177, at which price they are in request. Rubber quotations show little or no change.

Sterling Quotation.—The T.T. Rate on London today is 5s. 1½d.

Following is the cash business recorded:

May 16.—H. and S. Banks $625. New Engineerings Tls. 23½ June. Kungyiks Tls. 33. Yangtszepoo Cottons Tls. 10.80; Tls. 10.90 June. S. M. C. 6 percent Debs. 1910 at Tls. 85. 6 percent 1916 at Tls. 82½. Anglo-Javas Tls. 7½.

May 17.—Shanghai Cottons Tls. 177½ June. Yangtszepoo Tls. 11¼ June. Almas Tls. 8. Bukits Tls. 2. Dominions Tls. 6.

May 19.—Langkats Tls. 19, c.n.i. Shanghai Docks Tls. 128 May. S. M. C. 6 percent Debs. 1916 Tls. 82½.

May 20.—Union Insurance HK. $1,120 C.R. Langkats Tls. 19½, c.n.i. Tls. 20 June. Shanghai Cottons Tls. 177 May. Tls. 179; Tls. 180 June. Yangtszepoos Tls. 11.60; Tls. 11½ June. Shanghai Klebangs. Tls. 0.50. Sua Manggis Tls. 3¾. Samagaras Tls 0.70. Tanah Merahs Tls. 0.80.

May 21.—Shanghai Gas 6 percent Debs. Tls. 75. Langkats Tls. 20. c.n.i. Yangtszepoo Cottons (ord.) Tls 11½ June. Shanghai Cottons Tls. 178 May. Samagagas Tls. 0.70. Anglo-Javas Tls. 7.55.

May 22.—Shanghai Hotels 6 percent Debs. Tls. 75. North China Insurance Tls. 220. Ewos (ord.) Tls 250 June. Oriental Cottons Tls. 88. Almas Tls. 8. Repahs Tls. 0.82½.

LONDON COTTON MARKET

Reuter's Service

London, May 5.—Today's Cotton prices were:

Good Middling American 1 1/16 inch staple spot	17.28d.
July	16.69d.
September	15.84d.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	£2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taipeng
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserve	Frs. 50,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen Changchun, Mukden, Foochow, Amoy Swatow, Hongkong, Canton.

P. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2/-	$15,000,000
Silver	21,000,000
	$36,000,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG

Court of Directors:
J. A. Plummer Esq., Chairman.
E. V. D. Parr Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
G. T. M. Edkins Esq.
C. S. Gubbay Esq.
Hon. Mr. P. H. Holyoak.
Hon. Mr. D. Landale.
W. L. Pattenden Esq.

Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,980,000
	Kug. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Developpment de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	391,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.
Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
C. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kalfong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-Up Capital Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum

On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中 華 滙 業 銀 行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Offices: Tientsin

Subscribed Capital	$2,000,000
Paid-Up Capital	$1,020,000

Managing Director:
SUN TAO SAN.
Deputy Managing Director:
NIEH CHI-WEI.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changteh
Antung	Chengchow
Kiukiang	
	Tsinkiangpu

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
E. D. ZAH, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus	U.S. $6,500,000
Undivided Profits	U.S. $2,563,000.00

H., T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.

West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid)	H.$	2,000,000.00
Reserve Fund	H.$	400,000.00
Investment reserve fund	H.$	40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG.
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	Yen 42,000,000
Reserve Fund	Yen 25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital	Francs 45,000,000

one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital	£1,500,000
Paid up Capital	750,000
Reserve Fund	700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up)	$600,000.00
Reserve Fund	$ 15,000.00
Deposits (Dec., 1918)	$3,400,000.00

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Rseerve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for Far East—Shanghai

OTHER BRANCH OFFICES
Peking-Tientsin-Hankow

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Siccawei Weather Report

Saturday, May 24, 1919.

23.—Fine weather with easy southerly breezes in Central China, where a moderate anticyclone is prevailing. Northerly winds in the South with some rain in Formosa and Kwangtung. A depression is still shown on the Pechihli Bay, while the previous one is moving away across the sea of Japan.

24.—Very fine weather with moderate Southerly breezes. Barometer rather steadily close to the average.

Weather	4 A.M.	9 A.M.
Bar. at 23° F. inches	29.88	29.92
Variation for 24 hrs.	−0.03	0.00
Variation for 12 hrs.	†0.04	†0.03
Wind—Direction	S	SSW
Wind—Miles per hour	2.3	6.2
Temperature (Fahr.)	57°7	73°0
Humidity	91	61
Nebulosity (0-10)	1	0
Rainfall, inches	—	—

Financial And Commercial News

Exchange and Bullion

Shanghai, May 24, 1919.
Money And Bullion

Sovereigns: buying rate
@ 5/1½=Tls. 3.90
@ exch. 74.3=Mex. $5.25
Gold Dollars: Bank buying rate
@ 119=Tls. 84.03
@ 74.3=Mex. $113.10
Mex. Dollars: Market Rate:
S'hai Gold Bars: 978 touch Tls. 264
Copper Cash ..... per tael 1826
Native Interest ..... Tls. .03

Latest London Quotations

Bar Silver ..... 51½d.
Bank Rate of Discount 5%
Ex., Paris on London ... Fr. 29.98
Ex., New York on London G. $4.63½

Exchange Closing Quotations

London ..... T.T. 5/1½
London ..... Demand 5/1½
India ..... T.T. 307½
Paris ..... T.T. 794
Paris ..... Demand 797
New York ..... T.T. 118½
New York ..... Demand 118½
Hongkong ..... T.T. 68½
Japan ..... T.T. 43½
Batavia ..... T.T. 297
Singapore ..... T.T. 45½

Banks Buying Rates

London ..... Demand 5/2½
London .... 4 m/s. Cdts. 5/3½
London .... 4 m/s. Docy. 5/3½
London .... 6 m/s. Cdts. 5/4
London .... 6 m/s. Docy. 5/4½
Paris ..... Nom. 4 m/s. 850
New York .... o/d. Docy. 120
New York .. 4 m/s. Docy. 125½

Roubles Exchange
Today's Bank Buying Rate
For Roubles

Roubles 3,450 ..... =Tls. 100
Roubles 100 ..... =Mex. $3.75

Customs House Exchange Rates
For May

Hk. Tls.	3.50	@	5/0½	£1
,,	1	@	703	Francs 7.33
,,	0.77	@	116½	Gold $1
,,	1	@	43½	Yen 2.54
,,	1	@	15	Rupees 4.19
,,	1	@	1.50	Mex. $1.50
,,	1	@	—	Roubles —

Shanghai Produce & Stock Exchange
Transactions

Shanghai, May 24, 1919.
BUSINESS DONE

Japan Government Bonds 5%:
Tls. 37.95 June
Tls. 38.05 July
Japan-China S. and W. Co:
Tls. 22.30 June
Tls. 22.60 July
Shanghai P. and S. Exchange:
Tls. 21.80 June
Tls. 22.00 July
Local Yarns:
Water Moon 16's: Tls. 178.20 June
Tls. 177.60 July
Water Moon 20's Tls. 189.10 June

Stock Exchange
Transactions

Shanghai, May 24, 1919.
TODAY'S QUOTATIONS

Official
Shanghai Lands Tls. 68.00
Telephones Tls. 80.00
Tanah Merah Tls. 0.80
Unofficial
Anglo-Javas Tls. 7.50
Anglo-Dutch Tls. 3.25
Kamunting Tls. 4.25
Tanah Merah Tls. 0.80
Yangtszepoo Cotton (Ord.)
Tls. 12.00 June

Sharebrokers' Association
Transactions

Shanghai, May 24, 1919.
BUSINESS DONE.

Official
Java Consolidated Tls. 12.00 cash
Unofficial
Shanghai Hotel 6% Debs. @
Tls. 75.00 cash
Shanghai Lands 6% 1914 Debs. @
Tls. 80.00 cash
Shanghai Lands 5½% 1916 Debs. @
Tls. 70.00 cash

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, May 23.—(Via Lyons and Koukaza).—Paris exchange:
Paris—London cheques 29.98.
War Loans:
3½ percent 62.65
4 percent 1917 ..... 72.55
4 percent 1918 ..... 72.05
5 percent 88.15
London market report: Copper, spot £79 17s. 6d. forward £79 10s. 0d. Rubber: Plantation crepe, first latex 1s. 10d.
Marseilles: Rice 105: Peas 130: Starch 135. Le Havre: Cotton, 1st quality 285: 2nd quality 282.75. Silk market: Cevennes 117: Italian 123: Syrian 86: Japan 112-114: China 122: 125: Canton 85 and 86.

COMMERCIAL CABLES

Reuter's Service

London, May 13.—Today's prices and deliveries were as follows:
Egyptian Cotton: Fully Good Fair Sakellaridis ..... 26.59d.
M. G. Finde Scinde and Bengals ..... 13.40d.
Good Middling American 1⅛ inch staple ..... 17.30d.
Plantation Rubber, June ... 2.00
Deliveries, China Silk ..... 94 bales
Deliveries, Canton Silk ... 8 bales
Deliveries, Japan Silk .....122 bales

Hongkong Market

Messrs. Moxon and Taylor write as follows in their report for week ending May 16, 1919:

On the whole, the week under review has been a quiet one but still a fair amount of business has been put through.

The Shanghai market remains much about the same. It is perhaps rather surprising that the Chinese political outlook and rising exchange have not had a more depressing effect.

Banks.—Hongkong Banks have advanced slightly in London with sales reported at £103.10/- locally the market has sagged away under the influence of high sterling exchange to $670 at which price, shares have changed hands. The market closes weak.

Marine Insurances.—Cantons have weakened to $485 sellers. North Chinas at Tls. 220 remain in demand. Unions could be got at $1,100.

Fire Insurances.—China Fires are quiet at $160 and Hongkong Fires are wanted at $330 in small lots.

Shipping.—Douglases are quiet but buyers firm at $85. Steamboats are steady at $22½. Deferred Indos are now quoted $150 ex dividend with sellers a little higher. Star Ferries have eased off slightly and could be obtained at $37. Shells are up in London, the last price being £8.16.9.

Refineries.—China Sugars are very firm at $159 for cash with sales for June at $162 to $163. Malabons are in demand at $34 after sales at $35.

Oils and Mining.—Raubs are quiet at $2¼. Tronohs at 41/- and Urals at 38/6 are nominal. Kailans could be placed at 50/-. Langkats have eased off to Tls. 18 at which rate there are probable buyers. Anglo-Egyptian "B's" have risen in London to £5.7.3 ex dividend of 3/-. Mexican Eagles are quoted £6.5/-.

Docks, Wharves and Godowns.—Kowloon Wharves are quieter with sales effected at $93 for cash and further buyers at that rate. Hongkew Wharves are wanted in the North at Tls. 85. Hongkong Docks continued round about $152½ with no particular tone to the market. Shanghai Docks close Tls. 127 sellers. New Engineerings after sales at Tls. 24 are nominal at that figure.

Lands, Hotels and Buildings.—Centrals are firm at $107, Hongkong Lands have advanced to $110 buyers. Humphreys are in good request but shares are scarce and $8.15 has been paid for a parcel. Hotels are steady at $100. Kowloon Lands have jumped to $45 buyers. Reclamations are nominal at $175 and West Points are wanted at $72.

Electric Companies.—Hongkong Electrics are without business at $78. China Lights are still wanted at $5 for the old and $1.05 for the new. Hongkong Trams at $7½ are in request.

Miscellaneous.—China Borneos are steady at $12¾. Dairy Farms at $30 are somewhat neglected. Ropes at $31½ could be placed. Providents have buyers at $7½ with sales at $7.60. Cements are easier with sellers at $7¾. Powells are wanted at $11½. Waterboats are steady at $13½. Steam Laundries are firm at $3¾. Watsons after sales at $6 have sellers at that rate.

Rubbers.—Linggis are quoted £1.8.9.

Exchange.—The demand selling rate on London is 3/6 1/16 and the T.T. selling rate on Shanghai is 67.

U. K. METAL MARKET

Reuter's Service

London, May 13.—Today's Metal prices were as follows:

	£	s.	d.
Standard Copper C. M. B. f. o. b.	76	17	6
American Electrolytic 99 90% Copper f.o.b.	80	10	0
Lead L. B. c.i.f. per ton	Nominal		
Soft Lead "Spanish" f.o.b.	24	6	3
Quicksilver, second hand ex warehouse f.o.b. (1/- extra in flask)	16	15	0
Tinplates, I. C. W. 20/24 100 lbs. 112 sheets per case tin lined cases without hoops f.o.b. Wales		35½	
Antimony "Regulus" (Sellers)	45	0	0
Muntz Metal, f.o.b. London or Liverpool (less ½%)		11d.	
Standard Tin, (cash)	235	5	0
Spelter (ordy. soft), f.o.b.	35	5	0
Galvanised Sheets 24 gauge f.o.b.	27	10	0
Standard Tin (3 months)	232	15	0

LONDON MONEY MARKET

Reuter's Service

London, May 13.—Today's rates were as follows:
Consols, 2½ % for a-c ... £55
French Rentes 3% for a-c. Frc. 62¾
Cheques on London at Paris. ..... Frc. 29.22
Telegraphic Transfers on London at New York...G.$ 4.68½
Japanese 4% Bonds ..... Y. 86
Rupee Paper, 3½% Loan 1854-55 ..... Nominal
Bar Silver ..... 55½d.
Bank Rate of Discount..... 5%
Market Rate of Discount (3 month's Bank Bills) ... 3½%
Exchange Hongkong (Document Bills at 60 days) 3/7¼
Exchange on Shanghai (Document Bills at 60 days) 5/4
Hongkong and Shanghai Bank Shares £108.0.0
Shells (ord.) £9.11.3
Indos (Pref.) £45⅝
Indos (Def.) £35⅛

Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their weekly market report:

China Cotton:—Since writing our last week's report in which we advised conservative operations on the bull side of cotton, the market experienced a sharp advance due principally to mills buying to cover their recent sales, general weather conditions and continual rise in Mid-Americans and also, in addition thereto, the covering of shorts in the early positions. The new crop months have also sympathised but without bringing about any increase in general business, transactions being limited on account of holders refusing to sell at ruling prices. As to July and August positions our opinion is that prices must stiffen. Local stocks are small and cannot be increased around the present level by shipments from the interior marts.

As to consumption, the yarn situation continues very firm, with practically no abatement in the demand for yarn, notwithstanding the high prices prevailing, and the advances established in some quarters in sympathy with the course of the raw material. Neither has there been any indication of a falling off in the demand for cotton, which has extended in some measure to the lower grades, while business in desirable qualities seems to be limited only by the inability to secure them at current rates.

Aside from the local speculative features, the chief developments of the week have been further heavy rains and cold winds in this province, Chekiang and the Valley, whilst received advices on the 14th inst. from Shansi, Shantung and Chihli provinces indicate that, owing to long absence of rain, crop conditions are unfavorable. The actual damage so far from these rains will probably prove not of much consequence, provided that the weather clears up within the next three or four days.

Whatever may be the final outturn of the crop, it has still several months of trouble ahead of it; meanwhile we do not think present prices for July-August positions can be considered high if the holders will only market their holdings gradually in sympathy with weather conditions from now on until the crop matures; and even if the crop should prove to be large, it will probably not exert any pressure on the market until well along in the fall. The market will be very susceptible in the near future to bad crop reports, and the uncertainty of weather conditions will naturally prevent any aggressive operations on the bear side.

We think, therefore, that for the present time there is comparatively little risk in buying cotton conservatively on slight decline, such purchases should prove moderately profitable anyhow, while they might show handsome results if there should be any further set-backs to the crop and continued strength in the world markets.

Tone of the market, strong.
Liverpool Market, May 8, 1919.
Good Middling Texas, 1⅛ in. staple ..... 16.96d.
Good Middling Texas, 1⅛ in. staple (July) ..... 16.17d.
Good Middling Texas, 1⅛ in. staple (July) ..... 16.17d.
Good Middling Texas, 1⅛ in. staple (Sept.) ..... 15.49d.
Market, steady.
New York, May 20, 1919.
New York Market:
July ..... 29.68 cents
October ..... 28.03 cents
Market, strong.
Bombay, May 19, 1919.
Indian Market:
Broach 481 Rps. per khandy.
Market, steady.

Messrs. J. Spunt and Co. write as follows in their report for week ending May 24:

China Cotton.—The past week has seen a fair amount of trading in the raw material, prices moving within a narrow range. The excitement in Yarn has not caused any rise in the price of the raw material and while most mills have sold their productions ahead up to July/September they do not seem disposed to cover their sales by buying cotton even when ruling prices show a net profit of from Tls. 35 to 50 per bale, whether such a policy is a wise one or not time will only show, though we believe in profit taking every time especially when the profit is such an unprecedently tempting one.

American Cotton.—Reports about the New American crop is not very encouraging, as owing to the scarcity of colored labor farmers are experiencing difficulty in getting suitable hands for their work.

Shensi Cotton.—A fair amount of rain has fallen in this district and the drought reported previously is somewhat relieved, though crop is not expected to be as large as the past season. Tone of the market, steady.
Liverpool:
Egyptian Cotton, F. G. F. Sakellaridis ..... 26.59d.
Price of Fine M. C. Bengal. 13.40d.
Price of Good Middling ... 16.96d.
Price of Good Middling last reported ..... 17.25d.
Tone of market, quiet.
New York Market:
Price of Mid American, July ..... 29.68d.
October ..... 28.03d.
Market, quiet.
Indian Market:
Broach, New Crop Rps. 181 per candy.
Market, steady.

INDIAN COUNCIL BILLS

Reuter's Service

London, May 13.—Deferred Transfers were as follows:
Tenders for transfers:
Highest price 1s. 8d.
Tenders at 1s. 8d.
Receive 29 percent.
Deferred Transfers:
Highest price 1s. 7 31/32d.
Tenders at 1s. 7 31/32d.
Receive 29 percent.
Total amount sold during the week, Rs..... 60.00.000

BANK OF ENGLAND

Reuter's Service

London, May 5.—The Bank of England's rate of discount is 5 percent and the proportion of reserve to liabilities is 20 percent.

Singapore Rubber Auction

Singapore, May 7 and 8.—Following were the prices realised at the auction this week:

Sheet:	Singapore per lb. Cents
Smoked Fine Ribbed	76/74½
Smoked Good Ribbed	74/64
Smoked Fine Plain	Nil
Smoked Good Plain	Nil
Unsmoked Fine Ribbed...	Nil
Unsmoked Good Ribbed...	Nil
Unsmoked Fine Plain ...	62½/58
Unsmoked Good Plain	51½
Cupwashing	49
Crepe:	
Fine Pale Thin	77½/76
Good Pale Thin	75½/66
Good Pale Blanket	65/63
Good Brown	Nil
Fine Brown	65½/62
Good Brown	62½/55½
Good Dark	56½/43
Barky	46/30
Scrap:	
Virgin and Pressed	46/31½
Loose	30

Catalogued for sale 2,226,904 lbs. (about 994 tons).
Sold 1,218,212 lbs. (about 544 tons),

Since our last report the rubber market has shown an easier tendency, and our auctions started yesterday morning rather weak with only few of the regular buyers interested. There was a general decline of 1 to 2 cents in all grades. The demand, however, was fair at the lower level.

Fine Ribbed Smoked Sheet sold freely from 76 to 74½ cents, the former price being paid for a few lots only. Many lots were withdrawn on account of high limits.

Fine Pale Crepe sold from 77½ to 76 cents, and the demand for this grade was rather steadier than for Ribbed Smoked Sheet. The top-prices show a decline on the week of 2 cents for Fine Ribbed Smoked Sheet and 1½ cents for Fine Pale Crepe.

Off-grades of Ribbed Smoked Sheet and Pale Crepe were subject to a similar decline.

Fine and Good Brown Crepes were in good demand and sold, freely at prices on an average equal to those of last week's.

Dark and Barky Crepe found buyers at slightly reduced prices.

At the continuation of the sale this morning, a few outside buyers stepped in and there was a temporary good demand for Standard Sheet, 76 cents being paid freely for this grade. All other grades were unchanged. Towards the close of the sale the demand fell off somewhat, and the tendency of the market is easy. Buyers are holding off while sellers on their side are reluciant in reducing their prices.

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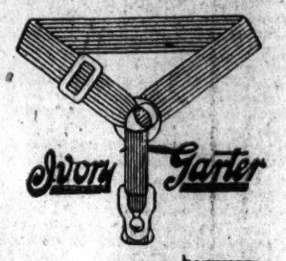

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GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. McIlwain, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kiangwah**, Captain W. Phillip, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Kutwo**, tons 2,664, Captain Gibb, will leave on **Monday, May 26**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Monday, May 26**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Tuckwo**, tons 3,770, Captain Campbell, will leave on **Tuesday, May 27**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain H. A. Wavell, will leave from the French Bund on **Tuesday, May 27**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Tuesday, May 27**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwahlee**, tons 1,151, will leave on **Thursday, May 29**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain Y. Taniguchi, will be despatched from N.K.K. Pootung Wharf on **Thursday, May 29**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925, Captain Findelson, will leave on **Friday, May 30**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

For Southern Ports

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Kwangse**, Captain J. D. Milne, will leave on **Sunday, May 25**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WENCHOW.—The Str. **Kwangchi**, Captain C. Taylor, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Stott R. N. R. will leave from the French Bund on Monday, May 26, at 5:30 p.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY & SWATOW.—The Str. **Feiching**, Captain J. Smith, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tientsin**, Captain H. P. Hope, will leave on **Tuesday, May 27**, at daylight. For Freight or Pasage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

SWATOW.—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Tuebben, will leave from the French Bund on **Tuesday, May 27**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Bando, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday, May 29**, at ——. The steam-launch conveying passengers on board will leave the Custom jetty at —— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.**

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Kohoku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday, May 29**, at —— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at —— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4047.

For Northern Ports

NEWCHWANG.—The China Navigation Co.'s Chartered Steamer **Hwah Kuei**, Captain Hiraoka, will leave on **Sunday, May 25**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

CHEFOO & TIENTSIN.—The Str. **Hsinfung**, Captain W. S. Ross, will leave on **Tuesday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, TIENTSIN & NEWCHWANG.—The China Navigation Co.'s Steamer **Foochow**, Captain C. R. Mecham, will leave on **Tuesday, May 27**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TIENTSIN DIRECT.—The Kailan Mining Administration Str. **Kwangping**, will despatch on **Wednesday, May 28**. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1115.

NEWCHWANG.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Thursday, May 29**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TIENTSIN and DAIREN (via TSINGTAO.—The Steamer **Keelung Maru**, Captain Y. Fugami, will be despatched from the Co.'s Yangtszepoo Wharf on **Friday, May 30**, at —— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at —— on the same day. For Freight or Passage please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. 4234 & 4047.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA & HONOLULU.—The S.S. **Shinyo Maru**, Captain H. Nagano, will be despatched on **Monday, May 26**. Tender conveying passengers and mails will leave Customs jetty at 2 p.m. Custom Clock. For passage apply to **TOYO KISEN KAISHA**, T. N. Alexander, Manager.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamamoto, will be despatched on **Monday, May 26**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at 1 p.m. on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON.—The Steamer **Amur Maru**, Captain I. Hamada, will be despatched from the Co.'s No. 9 Buoy on **Saturday, May 31**. For Freight, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

MARSEILLES.—The Steamer **Indo Maru**, Captain T. Yendoh, will be despatched from the Co.'s No. 9 Buoy on **Monday, June 9**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

LONDON via MARSEILLES.—The Steamer **Andes Maru**, Captain K. Goko, will be despatched from the Co.'s No. 9 Buoy on **Sunday, June 15**. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain T. Saito, will be despatched on **Sunday, July 20**. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at —— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

Launch Services

TODAY

The tender conveying passengers on board the N.Y.K. s.s. Kaga Maru will leave the Customs Jetty at 5 p.m.

TOMORROW

The tender conveying passengers Shinyo Maru will leave the Customs and mails on board the T.K.K. s.s. Jetty at 2 p.m.

The tender conveying passengers on board the R.V.F. s.s. Astrahan will leave the Customs Jetty at 3 p.m.

Tuesday, May 27, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 8.30 p.m.

Sailed from Shanghai

For San Francisco

Ecuador	Apr. 27
Tenyo Maru	May 10
Tascalusa	May 22
Colombia	May 24

For Seattle

Suwa Maru	May 9

For Tacoma

Grayson	May 24

For Vancouver

Empress of Russia	May 10
Melville Dollar	May 22

For New York Via Panama

Lowther Castle	Apr. 19

For London, etc.

Chifuku Maru	Apr. 24
Somedone Maru	Apr. 26
Nellore	Apr. 25
Atsuta Maru	Apr. 29
Peleus	May 3
Glengyle	May 4
Carmarthenshire	May 10
Shidzuoka Maru	May 12
Lycaon	May 20
Neuralia	May 24

For Liverpool

Pakling	May 11

For Marseilles

Paul Lecat	May 10

For Odessa

Mylie	Apr. 24

For Bombay

Hejaz	Apr. 26
Dilwara	May 19

For Java

Tjilwong	May 9

Shipping Items

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Suiyang left Hongkong for Shanghai on Thursday.

The N.Y.K. s.s. Omi Maru left Moji for Shanghai on Friday and may be expected to arrive today.

The I.-C. s.s. Wosang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Hwahtu left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The R.V.F. s.s. Astrahan will leave for Vladivostok via Karaisu tomorrow and the tender with passengers and mails will leave the Customs Jetty at 3 p.m.

The C.M. s.s. Nanking is due in Shanghai from San Francisco and Japan ports on May 30 and will sail for Hongkong direct the same day.

The P.M. s.s. Venezuela is expected to arrive in Shanghai from San Francisco, Honolulu and Japan ports on May 30. The Venezuela leaves for Hongkong and Manila the next day.

The C.M. s.s. Kiangksin left Hankow for Shanghai yesterday.

The C.N. s.s. Fengtien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Tungchow will leave Tientsin for Chefoo, Weihaiwei and Shanghai tomorrow.

The I.-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.

The C.N s.s. Tatung will leave Hankow for Shanghai today.

The P. and O. s.s. Nore was expected to leave London for Shanghai and ports last Wednesday.

The P. and O. s.s. Dilwara was due to leave Hongkong for Singapore, Colombo and Bombay yesterday.

The N.Y.K. s.s. Kaga Maru arrived in Shanghai from Japan yesterday and will sail for London tomorrow morning. The tender with passengers will leave the Customs Jetty at five o'clock this afternoon.

The T.K.K. s.s. Shinyo Maru left Hongkong for Shanghai on Friday and is due at Woosung this afternoon about six o'clock. The tender with inward passengers may be expected to reach the Customs Jetty about 9.30. The Shinyo sails for San Francisco via Japan ports and Honolulu tomorrow afternoon and the tender with passengers and mails will leave the Customs Jetty at two o'clock.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen tomorrow and will leave for the same port on Tuesday night. The tender with passengers and mails will leave the Customs Jetty at 8.30 o'clock.

The P. and O. s.s. Neuralia left Shanghai for London and Marseilles yesterday.

The P.M. s.s. Colombia left Shanghai for San Francisco via Japan ports and Honolulu yesterday.

The C.N. s.s. Tean will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Laienyi will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangfoo will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Woosung will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Taise Maru will leave Hankow for Shanghai on Tuesday.

The M.M. s.s. Nera, with the French mails of May 12, left Port Said for Shanghai and ports on Monday, May 19, and may be expected to arrive on June 20.

The British gun-boat Teal arrived in Shanghai yesterday.

The American gun-boat Samar arrived in Shanghai yesterday.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Friday.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Nganking, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE
Agents, 21-23 French Bund.

Freight: Telephone Central 77.
Passage: Telephone Central 401.

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
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AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Colombia	May 24	S.S. Venezuela	May 31
S.S. Venezuela	June 21	S.S. Ecuador	June 28
S.S. Ecuador	July 19	S.S. Colombia	July 26

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE
"COLUSA" "SANTA CRUZ"
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	July 10	S.S. Santa Cruz	June

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ship's Name	Flag	Agents
Feb.	15	— Bellingham, Wash.	J. Steedman	Jap.	N.Y.K.
Mar.	16	—	Mituku Mar	Jap.	M.B. Co.
Mar.	20	—	Marie Barnard	Jap.	M.B. Co.
Apr.	6	— Chinwangtao	Shinko Maru	Jap.	K.M.A.
Apr.	8	— Hongkong	Castlefield	Br.	W. & Co.
Apr.	22	— Hongkong	Kwongsang	Br.	J.M. & Co.
Apr.	22	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Apr.	27	— Hongkong	Kwangtee	Chi.	C.M.S.N. Co.
May	1	— Japan	Fukuyo Maru	Jap.	
May	4	— Tsingtao	Shinsei Maru 16	Jap.	S. Yoko
May	7	— Vladivostok	Simbirsk	Rus.	R. V. F.
May	10	— New York, etc.	St. Mihiel	Chi.	M. & Co.
May	11	— Canton	Hwahkuei	Chi.	B. & S.
May	12	— Hongkong	Celtic Prince	Br.	D. & Co.
May	12	— San Francisco	Korsnaes	Am.	S. & Dix.
May	13	— Japan	Toyo Maru	Jap.	S. Shokai
May	13	— Japan	Pingching	Chi.	Customs
May	13	— Hankow	Astrahan	Rus.	R.V.F.
May	13	— River Ports	Javary	Am.	B.A.T. Co.
May	15	— Japan	Yeiko Maru	Jap.	
May	15	— Japan	Yehraku Maru	Jap.	
May	16	—	Chienan	Chi.	T. W. C.
May	17	—	Tenri Maru	Jap.	
May	18	— Japan	Unkai Maru	Jap.	M.B.K.
May	18	— River Ports	Nahyang Maru	Jap.	N.K.K.
May	18	— Hankow	Slangtan	Br.	B. & S.
May	20	— Japan	Sanno Maru	Jap.	
May	20	— Cruise	Likin	Chi.	Customs
May	21	— Japan	Nagasa Maru	Jap.	T. W. C.
May	21	— Japan	Taken Maru	Jap.	S. Shokai
May	21	— Japan	Kairin Maru	Jap.	
May	21	— Tientsin, ports	Shuntien	Br.	B. & S.
May	22	— Swatow	Kwangse	Br.	B. & S.
May	22	— Hongkong	Hangsang	Br.	J. M. & Co.
May	22	—	Foolee	Chi.	
May	22	— Japan	Kofuku Maru	Jap.	
May	22	— Japan	Seishu Maru	Jap.	
May	22	— Japan	Daiya Maru	Jap.	
May	23	— Liverpool, etc.	Eurfades	Br.	B. & S.
May	23	— River ports	Fengyang Maru	Jap.	N.K.K.
May	23	—	Kienhsin	Chi.	W. & C.
May	23	— Japan	Koukai Maru	Jap.	M.S.K.
May	23	—	Wergetand		
May	23	— Hongkong	Weishun	Chi.	S.P.S.N. Co.
May	23	— Japan	Kohsho Maru	Jap.	S. Shokai
May	23	— Calcutta, etc.	Arratoon Apear	Fr.	M.M.
May	23	—	Koun Maru	Jap.	
May	23	— Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
May	24	— Swatow	Tientsin	Br.	B. & S.
May	24	— Japan	Fukuken Maru	Jap.	T. W. C.
May	24	— Japan	Fukuri M.	Jap.	
May	24	— Tientsin, ports	Feiching	Chi.	C.M.S.N. Co.
May	24	— Japan	Mentor	Br.	B. & S.
May	24	— Hongkong	Wanli	Chi.	
May	24	— Tientsin, ports	Koonshing	Br.	J.M. & Co.
May	24	— Tientsin, ports	Hsinfung	Chi.	C.M.S.N. Co.
May	24	— Hongkong	Colombia	Am.	P.M.S.S. Co
May	24	— Hongkong	Taiyu Maru	Jap.	D. & Co.
May	24	— Swatow	Pakhoi	Br.	B. & S.
May	24	— Japan	Kaga Maru	Jap.	N.Y.K.
May	24	— Japan	Unaki Maru	Jap.	M.B.K.
May	24	— River Ports	Kutwo	Br.	J. M. & Co.
May	24	— River Ports	Kiangwah	Chi.	C.M.S.N. Co.
			Senzan Maru	Jap.	

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, and Antwerp).

	Tons	Capt.	Arrive	Leave
*AMUR MARU	15,000	I. Hamada,	May 29	May 31

FOR LONDON (Via Hongkong, Singapore, Marseilles and Antwerp).

	Tons	Capt.		
*ANDES MARU	15,000	K. Goko,	June 13	June 15

FOR MARSEILLES

	Tons	Capt.		
*INDO MARU	10,000	Y. Yendoh,	June 1	June 9

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*AFRICA MARU	20,000	H. Yamamoto,	May 25	May 26
*ARABIA MARU	15,000	T. Saito,	July 19	July 20

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CANADA MARU	12,000	T. Bando,	May 28	May 29

FOR NORTH CHINA PORTS (Tsingtau Tientsin and Dairen).

	Tons	Capt.	Arrive	Leave.
KEELUNG MARU	3,000	Y. Fukami,	May 28	May 30

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki,	May 27	May 29

*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. East 208 and 209 Tel. Nos. Central 4234 and 4235.
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T. K. K.

SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

SHINYO MARU	May 26, 1919
KOREA MARU	June 29, 1919
TENYO MARU	July 24, 1919
SIBERIA MARU	Aug. 2, 1919
SHINYO MARU	Aug. 16, 1919
KOREA MARU	Sept. 13, 1919
TENYO MARU	Oct. 6, 1919

FOR HONGKONG

SHINYO MARU	July 26, 1919
TENYO MARU	Sept. 22, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

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North China Insurance Co.'s Buildings,
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THE AMERICAN STEAMERS
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(15,000 TONS) (10,500 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA"	JULY	5th
*S.S. "NANKING"	AUGUST	22nd
S.S. "CHINA"	SEP.	14th

*S.S. "NANKING" does not call at NAGASAKI nor HONOLULU.

FOR HONGKONG DIRECT

S.S. "NANKING"	MAY	30th
S.S. "CHINA"	JUNE	21st

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NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, and England:

	Tons		
KAGA MARU	12,500	Capt. N. Segawa,	May 26
YOKOHAMA MARU	12,500	Capt. K. Okamoto,	June 9

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	June 27
KATORI MARU	19,000	Capt. S. Koma,	July 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	May 30
CHIKUGO MARU	5,000	Capt. M. Taniguchi,	June 3
KASUGA MARU	7,000	Capt. K. Itsuno,	June 11

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. H. Kawai,	May 28
KUMANO MARU	9,500	Capt. S. Saito,	May 31
TAKESHIMA MARU	4,500	Capt. R. Arakida,	June 4
YAWATA MARU	7000	Capt. H. Nojiri,	June 7

KOBE TO SEATTLE

KASHIMA MARU	19,000	Capt. M. Machida,	June 3

FOR JAPAN

MISHIMA MARU	16,000	Capt. S. Takano,	June 10

FOR HONGKONG

KATORI MARU	19,000	Capt. I. Noma,	June 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	*Jun. 3

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. M. Nishimura,	June 25
NIKKO MARU	10,000	Capt. G. Yamazaki,	July 23
AKI MARU	12,500	Capt. F. C. Cope,	August 20

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.	
20.35	8.35		0	dep. Peking arr.		19.50	
23.45	11.12			arr. Tientsin-Central dep.		17.00	
23.50	11.17		84	dep. Tientsin-Central arr.		16.53	
24.00	11.25			arr. Tientsin-East dep.		16.45	
19.35			524	arr. Mukden dep.			

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep. Tientsin-East arr.		17.05	15.45	19.15
6.53	9.55	11.40	2.71	arr. Tientsin-Central dep.		16.53	15.35	19.05
7.25	10.15	11.55		dep. Tientsin-Central arr.		16.31	15.20	19.45
13.02	16.0	15.8	78	dep. Tsangchow dep.		12.06	11.28	15.28
16.40	19.20	18.08	148	dep. Techow dep.		10.32	8.47	11.56
19.57	22.12	20.21	—	arr. Tsinanfu dep.		8.06	6.00	8.20
7.			220					8.
6.00	22.25	20.31	—	dep. Tsinanfu arr.		7.56	5.46	19.02
9.27	1.00	22.31	266	dep. Taianfu dep.		5.01	3.25	16.24
12.27	3.47	0.38		arr. Yenchowfu dep.		3.49	0.40	13.00
12.47	4.02	0.48	318	dep. Yenchowfu arr.		3.39	0.02	12.78
16.30	6.55	3.16	377	dep. Linchiang dep.		1.20	21.24	9.26
19.02	8.45	4.50	—	arr. Kaochowfu dep.		23.36	19.20	6.30
9.			420					10.
5.40	9.00	4.57	—	dep. Kaochowfu arr.		23.29	19.00	20.50
11.26	13.02	8.33		arr. Pukow dep.		19.58	14.55	18.20
11.51	13.20	8.40	522	dep. Pukow arr.		19.45	14.35	14.09
18.27	17.34	11.52	600	dep. Chuchow dep.		16.48	10.50	8.27
20.08	18.55	13.00	631	arr. Pukow dep.		15.30	9.20	6.40

N. Exp.	Exp.		Shanghai-Nanking Line		Exp.	N. Exp.
23.00	14.20	0	dep. Nanking-Ferry arr.		14.15	6.50
7.00	21.00	193	arr. Shanghai-South dep.		7.55	23.00

Yenchowfu-Tsinlingchow Branch Line					Linchang-Taochwang Branch Line					
13.10	4.10	d. Yenchowfu a.	12.05	23.53	21.38	16.40	9.30	d. Linchang a.	6.28	15.50	21.40
14.03	5.05	a. Tsinlingchow d.	11.15	23.00	22.40	17.50	10.40	a. Taochwang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Passengers Arrived

Per C.N. s.s. Chungking from Hankow: Mr. Rawtenfeld.

Per I-C. s.s. Koonshing from Chefoo: Mr. and Mrs. J. T. Spencer.

Per I-C. s.s. Kutwo from Hankow: Mr. and Mrs. W. B. Comaby, Messr. Crown, M. Ivanow, Drake, E. S. Cornell.

Per C.N. s.s. Pakhoi from Hongkong: Mr. and Mrs. W. G. Cowan.

Per C.M. s.s. K'angwan from Hankow: Mr. and Mrs. E. Shelton and child.

Per P.M. s.s. Colombia from Hongkong: Mrs. R. S. Blumenthal, Mr. and Mrs. J. N. Buckley, Mr. and Mrs. M. L. Bugbee, Mr. and Mrs. Thos. A. Burns, Mrs. Irene G. Croft, Dr. J. Lieftinck, Misses Thereza Remedios, L. E. and I. E. Stoenbreaker, Emilia Souza, Jean A. Tyre, Mr. and Mrs. G. A. Stonebreaker, Mrs. Nellie S. Wilcox, Messrs. Jas A. Baldini, C. W. Beswick, P. E. Doncaster, Jas E. Doyle, Ahn Chang-ho, D. H. Kulp, J. C. McCracken, W. Onisimenko, Po Sung-foon, M. C. W. Soloner, F. J. Tew, Teho. B. Wilcox, The Far Eastern Athletic Association: Messrs. Shih Chao-han, Mei I. Lin, Lin Chi-yang, Ting Hsu-ch'un, Sung Tsun-hsiang, Meng Chi-mao, Shang Chung-i, Ch'en Ch'ung-wu, Wei Shu-huan, Shih Chao-tze, Lin Yue-en, P'ang Ting-hsun, Chang Te-ping, Li Shun-ting, Ku P'ing-ho, Tuan Hung-yin, Ch'en Shu-ming, Wei Kuang-chung, Tao Kai-t'ai, Lee Ding-san, Chang Lun, Leo Doo-sing, Chao Pung, Doo Yung-dong, Yu Mei-sun, Yuen Sun-dow, Wang Yun-san, Chen Wen-yuan, Liu Ming-chih, Kuo Ching-i, Meng Kuan-li, Wang Jui-sheng, John Mo, Ch'en Shih-kuei; through passengers for Kobe: Messrs. G. H. Bowker, A. B. Stewart; for Yokohama: Mr. and Mrs. A. E. d'Almeida, Messrs. B. Blesunce, H. C. Charlton; for San Francisco: Misses E. Alzona, Eliz. Armstrong, M. de Free, M. Frikke, M. Kinkelin, E. Macaraig, J. Meisterhaus, Ethel Moroney, C. Ocampo, Eliz Stone, Margaret Webster, J. Whyte, Mrs. Athol L. Anderson, Mr. and Mrs. Jno D. Armstrong, Mr. and Mrs. H. B. Frikke, Mr. and Mrs. R. J. Harrison, Mr. and Mrs. Pablo Leon, Mr. and Mrs. W. H. Milne, Mrs. W. P. Neeson, Capt. W. G. Purdy, Mrs. Gee Shee, Mrs. Edw. N. Short, Mr. and Mrs. B. F. Sweetwood, Mr. and Mrs. E. G. Webster, Mrs. Duncan Whyte, Mr. and Mrs. Fredk. Wickett, Messrs. C. W. Abrams, L. Beckingsale, J. J. Handelsman, John Hind, Robt. Horne, Wm. Malone, J. A. McCandless, Manuel Quan, F. B. Raidren, W. P. Reilly, C. J. Strickland, Fong Toon, John Watt, Fung Kin-yin.

Passengers Departed

Per P.M. s.s. Colombia for Kobe: Messrs. Chas Stone, Sung Chen-ming, G. Stoll, S. Hart, Mrs. E. Elliott; for Yokohama: Messrs. M. C. Kahn, C. R. Thomson, F. C. Cornish, F. H. Tait; for Honolulu: Miss R. Lissack; for San Francisco: Mr. and Mrs. Bunn and 2 children, Mrs. L. D. Loehr and child, Mrs. W. H. Anderson and child, Mrs. L. W. Sutterle and 3 children, Mrs. C. S. Upson and child, Misses F. C. Mead, E. S. Goldie, M. E. and F. K. Wolfe, Mrs. H. and Miss L. Schlee, Mr. and Mrs. B. P. Oliver, Miss H. Oliver, Mrs. S. Pike, Messrs. Shalome Dahia, S. G. Petree, G. A. Richardson, W. G. Pratt, H. J. Zimmerman, L. O. McGowan.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on May 20, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	26-30
Veal	,,	25-30
Fish		
Bream	per lb.	none
Cod	,,	16-18
Mandarin	,,	20-30
Mackerel	,,	20-25
Pomfret	,,	14-16
Salmon	,,	none
Samli	,,	25-30
Soles	,,	16-20
Whitebait	,,	none
Game, Poultry And Eggs		
Deer	each	none
Duck	,,	60-1.00
Eggs	per doz.	14-18
Fowl	per lb.	20-22
Geese	each	$0.60-$1.00
Hare	,,	none
Partridge	,,	none
Pheasant	,,	none
Pigeons	,,	18-20
Plover	,,	none
Quail	,,	20-22
Snipe	,,	14-16
Teal	,,	14-16
Turkey	per lb.	60-65
Wild Duck	each	none
Wild Geese	,,	none
Wild Pigeons	,,	none
Woodcock	,,	none
Fruit		
Apricots	per lb.	none
Apples	,,	16-20
Bananas	,,	12-14
Cherries	,,	none
Chestnuts	,,	none
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	10-15
Mangosteens	per doz.	none
Melons	each	none
Oranges	per lb.	20-30
Peaches	,,	none
Pears	,,	10-12
Persimmons	,,	none
Pechoes	,,	8-10
Plums	,,	8-10
Pumeloes	each	none
Pineapples	,,	none
Strawberries	per lb.	4-5
Walnuts	,,	12-14
Vegetables		
Artichokes	each	2-3
Asparagus	per doz.	20-30
Broad Beans	per lb.	2-3
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	8-10
Cabbage	each	3-4
Carrots	per bunch	2-3
Cauliflower	each	10-15
Celery	per bunch	8-10
Egg Plant	per lb.	none
French Beans	,,	6-7
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	1.00
Onions	per bunch	3-3
Parsnips	,,	3-4
Peas	per lb.	4-5
Potatoes	per picul	$1.60-$2.00
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	,,	10-15
Turnips	per bunch	2-3
Grain And Flour		
Flour American	per 50 lbs.	——
Flour Australian	,,	$4.25
Flour Shanghai	,,	$2.10
Rice	per 200 lbs.	$6.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	,,	17
Fodder		
Barley	per 214 lbs.	$2.50
Bran	,,	$2.10
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	per ton	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$620 B.
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$485 S.
North China	Tls. 220 B.
Union of Canton ...	Hk 1050 x D.
Yangtsze	$235 B.
Far Eastern Ins. Co., Ltd.	Tls. 24 S.
Fire Insurances	
China Fire	$160
Hongkong Fire	$325 B.
Shipping	
Indo-China Def	$150
Indo-China Pref...	
"Shell"	176/9 B.
Shanghai Tug (o) ..	Tls. 35 B.
Shanghai Tug (f) ...	Tls. 40 S.
Mining	
Kaiping	Tls. 10¾ B.
Oriental Cons	21/-
Taub	$2¼
Docks	
Hongkong Dock	$152½ Sa.
Shanghai Dock	... 127
New Eng. Works ...	Tls. 23 B.
Wharves	
Shanghai Wharf ...	Tls. 87 B.
Hongkong Wharf ...	$93½ x R B.
Lands and Hotels	
Anglo-French Land ..	Tls. 75 B.
China Land	Tls. 50
Shanghai Land	Tls. 67 B.
Weihaiwei Land	Tls. 5
Shanghai Hotels Ltd.	Tls. 17 B.
China Realty (ord.)	Tls. 68
China Realty (pref.)	Tls. 50
Cotton Mills	
E-wo	Tls. 245 B.
E-wo Pref	Tls. 97
Laou-kung-mow	Tls. 168
Oriental	Tls. 88
Shanghai Cotton	Tls. 177 B.
Kungyik	Tls. 33
Yangtszepoo	Tls. 11½ B.
Yangtszepoo Pref. ...	Tls. 90
Industrials	
Butler Tilles	Tls. 28
China Sugar	$159 B.
Green Island	$7½ S.
Langkats	Tls. 20 CNI S.
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 105 B.
Stores	
Hall and Holtz	$121½ B.
Lilewellyn	$30
Lane, Crawford	$98
Moutrie	$42
Watson	$6 S.
Weeks	$12 B.
Rubbers (Local)	
Alma	Tls. 8
Amherst	Tls. 0.50
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 3 B.
Ayer Tawah	Tls. 20½ B.
Batu Anam 1918 ..	Tls. 0.80 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.70 B.
Chemor United	Tls. 0.85 B.
Chempedak	Tls. 7½
Cheng	Tls. 2.10
Consolidated	Tls. 2½ B.
Dominion	Tls. 5½ B.
Gula Kalumpong ...	Tls. 5.65
Java Consolidated ..	Tls. 13 S.
Kamunting	Tls. 5½
Kapala	Tls. 0.60
Kapayang	Tls. 16
Karan	Tls. 8½
Kota Bahroe	Tls. 4 B.
Kroewoek Java	Tls. 11½ B.
Padang	Tls. 9½ B.
Pengkalan Durian ..	Tls. 4½ B.
Permata	Tls. 2½
Repah	Tls. 0.80 B.
Samaraga	Tls. 0.87½ B.
Seekee	Tls. 1
Semambu	Tls. 0.80 B.
Senawang	Tls. 8½
Shanghai Klebang ..	Tls. 0.50 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 6
Shanghai Pahang ...	Tls. 1 B.
Sungala	Tls. 1,
Sungei Duri	Tls. 9 S.
Sua Manggis	Tls. 4
S'hai Kalantan	Tls. 0.50
Shanghai Seremban ..	Tls. 0.50 B.
Taiping	Tls. 1½
Tanah Merah	Tls. 0.80 B.
Tebong	Tls. 12½ B.
Ulobri	Tls. 2½
Ziangbe	Tls. 3½ B.
Miscellaneous	
C. I and E. Lumber..	Tls. 350 S.
Culty Dairy	Tls. 14 B.
S'hai Elec. and Asb...	s.
Shanghai Trams	Tls. 78½ B.
Shanghai Gas	Tls. 21
Horse Bazaar	Tls. 35
Shanghai Mercury ...	Tls. 25
Shanghai Telephone.	Tls. 78 B.
S'hai Waterworks ...	Tls. 150 B.

S. Sellers. Sa. Sales. B. Buyers.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, MAY 25, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Kaga Maru	15.30	..	..	..	..	15.00
Hongkong	do	..	15.30	..	..	..	..
Europe, via Hongkong	do	..	..	..	..	16.00	15.30
Tomorrow.							
N'saki, H'lulu, Canada, U.S.A. & Europe, via U.S.A.	Shinyo Maru	..	13.00	..	..	..	12.00
Japan, Canada, USA & Europe	Shinyo Maru	12.30	..	..	..	..	12.00
Hongkong	Tientsin	..	17.00	..	..	..	..
Hongkong and Canton	do	22.00	..	..	..	..	22.00
Japan & America, via N'saki	Shinyo Maru	..	..	..	..	12.00	12.00
Vladivostok	Astrahan	..	13.30	..	..	..	13.00
River Ports	Train & str.	22.00	..	..	..	..	22.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
N'saki, Kobe, Y'hama, Canada, H'lulu, U.S.A. and Europe	Shinyo Maru	..	..	12.00	..	..	11.00
Weihaiwei	Foochow	22.00	..	..	..	..	22.00
Weihaiwei and Tientsin	Foochow	..	17.00	..	..	..	..
Swatow	Shengking	22.00	17.00	..	..	..	22.00
Japan & America, via N'saki	Chikugo Maru	..	..	..	..	20.00	19.30
Chefoo	Hsinfung	22.00	..	..	..	..	22.00
Wenchow	Kwangchi	22.00	..	..	..	..	22.00
Amoy and Swatow	Felching	22.00	..	..	..	..	22.00
Swatow, Hongkong & Canton	Choysang	9.00	..	..	..	..	8.30
Swatow and Hongkong	Choysang	..	9.00	..	..	..	..
V'stook and Siberia via Pukow and Harbin (Daily except Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.30	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	do	..	17.00	..	..	..	..
Tuesday, May 27.							
Japan Ports	Omi M.	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Japan & America, via Moji	Omi Maru	..	..	..	..	20.00	19.30
Weihaiwei and Chefoo	Koonshing	9.00	..	..	..	..	8.30
Wednesday, May 28.							
Amoy, Hongkong & Canton	Suiwang	22.00	..	..	..	..	22.00
Amoy and Hongkong	Suiyang	..	17.00	..	..	..	..
Thursday, May 29.							
Weihaiwei and Chefoo	Fengtien	9.00	..	..	..	..	8.30
Friday, May 30.							
Japan & America, via N'saki	Yamashiro M.	..	..	..	..	10.30	10.00
Japan & America	Yamashiro M.	10.00	..	..	..	..	9.30
Japan Ports	Yamashiro M.	..	10.00	..	..	..	..
Saturday, May 31.							
Japan & America, via Moji	Kumano M.	..	..	..	..	12.30	12.00
Japan & America	Kumano M.	12.00	..	..	..	..	11.30

A Parcels 12.30 p.m.
B Letters and boxes with declared value $.30; parcel post 5 p.m. and money orders 4 p.m.
C Money orders and parcel post until 11 a.m.
D Registered articles 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsinan, Tientsin, Peiking, etc.
a.—at 21 for S.N.R. 23 o'clock train
b.—at 7 for S.N.R. 7.55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	———		Snipe	Br. gun-boat
WTW	———		Nightingale	Br. gun-boat
P & O B 1	Oct. 18		Sel. Caboto	It. gun-boat
I C	Feb. 11		Wilmington	Am. gun-boat
B V I I	May 7		Suma	Jap. gun-boat
O D W	Apr. 30		D de Lagree	Fr. gun-boat
Y. P. D. W.	May 12		Dee	Br. gun-boat
———	May 24		Tern	Br. gun-boat
———	May 24		Samar	Am. gun-boat
———	May 24		Woodcock	Br. gun-boat

Departures

Date		For	Ship's Name	Flag Agents
May	24 —	River Ports	Suiwo	Br. J. M. & Co.
May	24 —	River Ports	Suiyang Maru	Jap. N.K.K.
May	24 —	River Ports	Changon	Br. H.O.S.N. Co.
May	24 —	Japan	Yawata Maru	Jap. N. Y. K.
May	24 —	Tientsin, ports	Shuntien	Br. B. & S.
May	24 —	Tacoma, etc.	Grayson	Am. B.A.T. Co.
May	24 —	Hankow	Kaijo Maru	Jap. M.B.K.
May	24 —	Tsingtau	Chenan	Br. B. & S.
May	24 —	Native Customs	Tenoura Maru	Jap. M.S.K.
May	24 —	Tsingtau	Fumi Maru	Jap. S.M.R.
May	24 —	Chefoo, Tientsin	Yusang	Br. J. M. & Co.
May	24 —	London, etc.	Neptalia	Br. P & O.S.N. Co.
May	24 —	Ningpo	Talshun	Chi. N.S.S. Co.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag Agents
———	—	Vancouver	Melville Dollar	Br. R. D. & Co.
———	—	San Francisco	Archer	Am. P.M.S.S. Co.
———	—	Tacoma	Grayson	Am. B.A.T. Co.
May 26	—	Vancouver	Methven	Br. C.P.O.S.
May 26	—	San Francisco	Shinyo Maru	Jap. T. K. K.
May 26	—	Tacoma, ect.	Africa Maru	Jap. O.S.K.
May 27	—	New York	Celtic Prince	Br. S.T. & Co.
May 30	—	San Francisco	Windber	Am. R.D. Co.
June 6	—	Vancouver	Harold Dollar	Br. R. D. & Co.
June 6	—	San Francisco	Korea Maru	Jap. T.K.K.
June 14	—	Vancouver	E. of Asia	Br. C.P.O.S.
June 14	—	New York	Egremont Castle	Br. R. D. & Co.
June 15	—	San Francisco	West Vaca	Am. P.M.S.S. Co.
June 17	—	San Francisco	Nanking	Am. C.M.S.S. Co.
June 21	—	San Francisco	Venezuela	Am. P.M.S.S. Co.
June 25	—	San Francisco	Western Knight	Br. R. D. & Co.
June 27	—	Seattle	Fushimi Maru	Jap. N. Y. K.
June 27	—	Vancouver	E. of Japan	Br. C.P.O.S.
July 5	—	San Francisco	China	Am. C.M.S.S. Co.
July 12	—	Vancouver	E. of Russia	Br. C.P.O.S.
July 19	—	San Francisco	Ecuador	Am. P.M.S.S. Co.
July 24	—	San Francisco	Tenyo Maru	Jap. T.K.K.
July 25	—	Vancouver	Montcalm	Br. C.P.O.S.
Aug. 2	—	San Francisco	Siberia Maru	Jap. N.K.K.
Aug. 9	—	Vancouver	E. of Asia	Br. C.P.O.S.
Aug. 16	—	San Francisco	Shinyo Maru	Jap. T.K.K.
Aug. 22	—	San Francisco	Nanking	Am. C.M.S.S. Co.
Sept. 9	—	San Francisco	China	Am. C.M.S.S. Co.
Sept. 9	—	San Francisco	Korea Maru	Jap. T.K.K.

FOR JAPAN PORTS

May	28	—	Moji, Kobe & Osaka	Omi Maru	Jap. N. Y. K.
May	30	—	N'saki, Kobe, Y'hama	Yamashiro Maru	Jap. N. Y. K.
May	31	—	Moji, Kobe and Osaka	Kumano Maru	Jap. N. Y. K.
June	3	—	N'saki, Kobe, Y'hama	Chikugo Maru	Jap. N. Y. K.
June	4	—	Moji, Kobe & Osaka	Takeshima Maru	Jap. N. Y. K.
June	7	—	Moji, Kobe & Osaka	Yawata Maru	Jap. N. Y. K.
June	10	—	Kobe	Mishima Maru	Jap. N. Y. K.
June	11	—	N'saki, Kobe & Y'hama	Kasuga Maru	Jap. N. Y. K.
May	—	—	Kobe & Yokohama	Nera	Fr. M.M. Cie
June	—	—	Kobe & Yokohama	Sphinx	Fr. M.M. Cie

FOR EUROPE INDIA, STRAITS, ETC.

May	—	—	Marseilles	Nera	Fr. M.M. Cie
May	—	—	London	C. of Colombo	Br. J.M. & Co.
May	26	—	London	Kaga Maru	Jap. N. Y. K.
May	27	—	London, etc.	Mentor	Br. B. & S.
May	31	—	London, etc.	Amur Maru	Jap. O. S. K.
June	5	—	Liverpool	Stentor	Br. B. & S.
June	9	—	Marseilles	Indo-Maru	Jap. O. S. K.
June	9	—	London	Yokohama Maru	Jap. N. Y. K.
June	12	—	London	Rhesus	Br. B. & S.
June	14	—	Bombay	Dunera	Br. P.&O.S.N. Co.
June	15	—	London, etc.	Andes Maru	Jap. O. S. K.
June	19	—	Liverpool	Teucer	Br. B. & S.
June	20	—	London	Glenamoy	Br. G. I. E. A.
June	26	—	London	Talthybius	Br. B. & S.
June	—	—	London	Altai Maru	Jap. O. S. K.
June	—	—	Marseilles	Sphinx	Fr. M.M. Cie
July	3	—	Liverpool	N'ingchow	Br. B. & S.
July	10	—	London	Idomeneus	Br. B. & S.
July	22	—	Settle	Katori Maru	Jap. N. Y. K.

FOR SOUTHERN PORTS

May	25	3.00	S'tow, H'kong, C'ton	Choysang	Br. J. M. & Co.
May	25	D.L.	Hongkong & Canton	Kwangse	Br. B. & S.
May	26	M.N.	Wenchow	Kwangchi	Chi. C.M.S.N. Co.
May	26	5.30	Ningpo	Hsin Peking	Br. B. & S.
May	26	4.30	Ningpo	Hsin Ningshao	Chi. N.S.S. Co.
May	27	5.30	Ningpo	Talshun	Chi. C.M.S.N. Co.
May	27	D.L.	Hongkong & Canton	Tientsin	Br. B. & S.
May	27	D.L.	Swatow	Shengking	Br. B. & S.
May	27	—	Amoy & Swatow	Felching	Chi. C.M.S.N. Co.
May	29	D.L.	Amoy, H'kong, C'ton	Suiyang	Br. B. & S.
May	29	—	F'chow, K'lung, Takao	Kohoku Maru	Jap. O. S. K.
May	29	—	Hongkong	Canada Maru	Jap. O. S. K.
May	30	—	Hongkong	Nanking	Am. C.M.S.S. Co.
May	31	—	Hongkong & Manila	Venezuela	Am. P.M.S.S. Co.

FOR NORTHERN PORTS

May	25	D.L.	Newchwang	Hwahkuei	Br. B. & S.
May	26	3.00	Vladivostok	Astrahan	Rus. R. V. F.
May	30	—	T'tsin, T'tao, Dairen	Keelung Maru	Jap. O.S.K.
May	27	D.L.	W'wei, T'tsin, N'wang	Foochow	Br. B. & S.
May	27	9.30	Dairen	Sakaki Maru	Jap. S.M.R.
May	27	—	Chefoo & Tientsin	Hsinfung	Chi. C.M.S.N. Co.
May	27	—	W'wei, Chefoo, T'tsin	Koonshing	Br. J. M. & Co.
May	28	—	Tientsin	Kwangping	Chi. K.M.A.
May	29	10.00*	W'wei, Chefoo, T'tsin	Fengtien	Br. B. & S.
May	29	D.L.	N'chwang/Swatow	Kinkiang	Br. B. & S.
May	30	—	Tsingtau & Dairen	Kobe Maru	Jap. S.M.R.

FOR RIVER PORTS

May	25	M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co.
May	26	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
May	25	D.L.	Wuhu/Canton	Pakhoi	Br. B. & S.
May	26	M.N.	Hankow, etc.	Kutwo	Br. J. M. & Co.
May	26	M.N.	Hankow, etc.	Yohyang Maru	Jap. N.Y.K.
May	27

Business and Official Notices

Consolato Generale d'Italia Shanghai

NOTICE is hereby given that Chev. G. D. Musso has today been appointed Receiver of the late Austrian Lloyd S. S. N. Co., now an Italian Concern known as "Lloyd Triestino."

J. DE ROSSI,
Consul-General for Italy.
Shanghai, 21st May, 1919.

THE WEST END ESTATES, LTD.

NOTICE IS HEREBY GIVEN that the THIRD ANNUAL GENERAL MEETING of the Company will be held at 38 Kiangse Road, Shanghai, on Wednesday, the 28th May, 1919, at 4.30 o'clock in the afternoon.

AND NOTICE IS HEREBY GIVEN that the Transfer Book and Share Register of the Company will be closed from Wednesday, the 21st, to Wednesday, the 28th May, 1919, both days inclusive.

By Order,
SETH, MANCELL & CO.,
Secretaries.
Shanghai, 1st May, 1919.
23725

The Shanghai Mutual Telephone Company, Limited

The Twentieth Annual Ordinary General Meeting of the above Company will be held at the Telephone Building, 24A and 24B, Kiangse Road on Tuesday, 3rd of June, at 4 p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts for the period ended 31st March, 1919.

The Transfer Books of the Company will be closed from the 22nd of May to the 3rd of June, both days inclusive.

By Order of the Board of Directors,
GUSTAF L. OBERG,
Secretary and General Manager.
Shanghai, May 21st, 1919.
23669

SEND 75 DOLLARS FOR A RELIABLE TYPEWRITER
Smith Premier or Remington
Also Cheaper Machines
Packed and Delivered Shanghai
Write for Bargain List S.D.P.
British Ribbons and Carbons at Trade Prices.
TAYLORS, 74, CHANCERY LANE, London, W.C. 2, England.

NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

GEDDES & CO., LTD.
IMPORTERS
5, Peking Road Tel. C. 346

In the United States Court for China

In re Estate of ABAGAIL A. SUTTERLE, Deceased. — *Cause No. 751* *Estate No. 284*

NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 18, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

FREDERICK W. SUTTERLE,
Administrator,
24-A, Kiangse Road,
Shanghai, China.
May 18, 1919.
23619

In the United States Court for China

In re Estate of IRENE MURRAY, Deceased. — *Cause No. 778* *Estate No. 294*

NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before November 25, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

STIRLING FESSENDEN,
Administrator,
2, Kiukiang Road,
Shanghai, China.
May 25, 1919.
23715

American Goods
JUST ARRIVED
Sewing Machine needles, per doz. $0.40
Liengyi Mercantile Co.
Sewing Machine Dept.,
Szechuen and Soochow Roads.
23714

T. Ichiki & Co.
Phone North 2631.
Dealer in
Musical Instruments and Music.
Y. 36, North Szechuen Road.

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.
LOMBIO gives immediate relief from the intolerable itching, irritation and pain; stops bleeding, draw out the heat from the inflamed tissues and effects a permanent cure.
To be obtained from local agent
Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New Ft. Bishopsgate, London, E.C.
New stock has now arrived

THE LAY OF THE CHEVROLET

There's a little old car called "Chevrolet,"
It will carry you anywhere night or det,
And bring you back in the very same wet:
It doesn't get tired and it don't eat het.
If you find this rhymes in a peculiar wet,
Will you tell me how you pronounce "Chevrolet."
Then come right in for your car to-det!

K. T. C. GARAGE

HIRANO WATER
Reynell's
AT ALL HOTELS
AT ALL CLUBS
PURITY GUARANTEED
GARNER, QUELCH & CO.

LUNCH AT SULLIVAN'S
EVERY DAY
11.30 until 2 p.m.
Excepting Sunday. American style

Dr. med. F. T. Kiang
Physician and Surgeon
Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office: 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

FOR SALE
A number of very fast and medium-speed Motor-boats, also a motor tow-boat.
For particulars apply:
WRIGHT & BELYEA,
8 North Honan Road.
22240

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

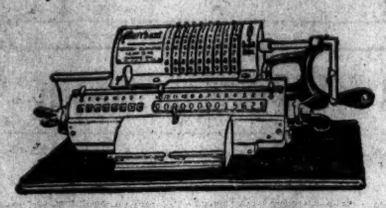
The International Recreation Club
KIANGWAN RACES
54th Meeting
31st May and 2nd June, 1919.
(Saturday and Monday)
1st Saddling Bell at 2.15 p.m. Sharp
NOTICE TO MEMBERS.
ENTRIES: Close on Monday, 26th May, 1919, at 7 p.m., at the Club House, 126 Bubbling Well Road.
ENTRY FORMS: May be obtained upon application to the undersigned.
By order,
Y. S. DAY,
Secretary.
23694

FOR BRITISH AND AMERICAN
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

STOP WORRYING OVER FIGURES

Did you ever think of the time and mental strain you waste on figures?

If you can be relieved of this strain and 50% of your figuring time saved for Five Taels a month, is it not worth considering?



Let us put a **MARCHANT** in your Office for a week or two on trial at no expense to you. Let us show you how to stop the figure worries.

THE OFFICE APPLIANCE CO.
Phone: Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — 22 Nanking Road, Shanghai — Cable Add.: Mackbauck

AT THE **SHANGHAI TAVERN**
Tonight Tonight
THE POLISH TRIO
Under the leadership of
Monsieur Gobel
The well-known Violinist
will render a selected programme of music.
A SPECIAL DINNER will be served
BEST DRAUGHT BEER
14 Astor Road Phone: North 1469
23711

HOUSES WANTED

WANTED to rent, for six months, small furnished house with modern conveniences, in French-town or Western district. State rent. Address to Box 214, THE CHINA PRESS.
23695 M.25

FURNISHED house wanted, 2 or 3 bed rooms, must be sanitary plumbing, no children, highest reference, best of care, six months or more, tennis preferred, immediate occupancy. Apply to Box 235, THE CHINA PRESS.

WANTED to rent, completely furnished six-roomed house, modern conveniences and garden. Preferably in French concession. Apply to Box 223, THE CHINA PRESS.
23709 M.27

Amusement Advertising will be found on Page 19

OFFICES, ETC., TO LET

TO LET
From June 1st,
FINE SHOP FRONT ON RUE MONTAUBAN
Apply to
BEN BUILDING.
23708

OFFICE to let in No. 36 Nanking Road, first-floor, two large office rooms, one compradore's and two verandah rooms and lavatory. Office furniture to be taken over. Telephone Central 4795.
23707 J.6

OFFICES to let, new buildings 14 and 16 Canton Road; entire ground-floor and all second-floor, No. 16; one half ground-floor and all second-floor, No. 14. Will divide to suit tenants' requirements. Apply premises or J. T. Hammond, 51 Szechuen Road.
22356

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.
22354

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid — Replies must be called for

APARTMENTS

14-15 Quinsan Gardens
One large front room to let, with full board, to couple or to bachelor. Telephone North 482.

Connaught House
8 Quinsan Gardens
From June 1st, well-furnished large and small rooms with board, every convenience. Centrally located. Terms moderate.

ORIENTAL HOUSE
31 Boone Road.
One large room, and one back, with bath attached, facing garden, moderate prices. Table under the personal supervision of the American proprietress. Telephone North 1102.
23722

TO LET, a large well-furnished room, with board, near Country Club. Apply to Box 232, THE CHINA PRESS.
23728 M.27

TO LET, furnished bedroom with bathroom and verandah, hot baths, breakfast and telephone. Close to trams, Quinsan Garden district, rent $40. Apply to Box 218, THE CHINA PRESS.
23700

COMFORTABLE rooms to let in Bubbling Well; telephone and tennis. Apply to Box 225, THE CHINA PRESS.
23719

TO LET, at very moderate rates, two unfurnished nice and airy rooms, with separate kitchen, bath and servants' room, in a quiet Slavic family. Apply to No. 416 Avenue Joffre.
23717 M.28

TO LET, well-furnished room, facing south, in private family, suitable for a bachelor, every convenience. Apply 36 Quinsan Road.
23718 M.2

TO LET, in good central location, with board, an extra large well-furnished bedroom, very cool and airy, facing south, large private bathroom. Room suitable for married couple or two friends. Apply to Box 213, THE CHINA PRESS.
23693 M.25

TO LET, from 1st June, furnished rooms (large and small), with board, bathroom and verandah attached. Centrally located. Southern aspect. Apply to Box 216, THE CHINA PRESS.
23698 M.27

TO LET, three or four fine rooms on Range Road. Monthly rental $40. Apply to Box 200, THE CHINA PRESS.
23662

CENTRAL, to let, with board, one large double room, with bathroom attached, south aspect. Apply Mrs. Benn, 9 Hankow Road, top floor.
23593

TO LET, a comfortable well-furnished bedroom, suitable for two, with bathroom attached. Good board and attendance, elevator and phone. Apply 103, Szechuen Road, 3rd floor.
23685

TO LET, with board, large comfortably furnished room in select neighbourhood. All modern comforts provided, telephone, tennis court, garage, stabling, hot and cold water. Apply to Box 203, THE CHINA PRESS.

SITUATIONS WANTED

WANTED by a lady, situation as general office assistant, or in some other capacity. Slight knowledge of typewriting. Apply to Box 228, THE CHINA PRESS.
23727 M.28

EDUCATIONAL

PIANO LESSONS by a young lady (conservatoire pupil). Apply to Box 211, THE CHINA PRESS.
23689 M.25

Business and Official Notices are Continued on Page 17

SITUATION VACANT

WANTED, reliable export assistant (Eurasian). Must have had previous experience and be well versed in invoicing, cabling and correspondence. Good salary to right man. Immediate vacancy. Please apply, stating full particulars and references, to Box No. 234, THE CHINA PRESS.
23731 M.28

WANTED, foreign lady to act as private secretary. Must be expert stenographer, thoroughly experienced and able to take charge of mailing department. Apply, stating nationality, age, references, and salary desired, to Box 233, THE CHINA PRESS.
23730 M.28

WANTED competent male stenotypist, who has knowledge of office work and willing to go to Kiukiang. Reply to Box 229, THE CHINA PRESS.
23729 M.28

WANTED, lady who has had school training in English and arithmetic, for pleasant office work. State nationality and describe training in English and mathematics. Experience in teaching desirable but not necessary. Apply by letter to Box 205, THE CHINA PRESS.
23674

WANTED, export and import man, with knowledge of Shanghai markets. State experience and salary. Apply to Box 219, THE CHINA PRESS.
23701 M.25

WANTED, by importing and exporting house, experienced stenographer. In replying state experience, salary wanted, etc. Apply to Box 221, THE CHINA PRESS.
23703 M.27

WANTED, a thoroughly experienced bookkeeper to take charge of full set of books in old established import and export firm. Reply in own handwriting, stating nationality, experience and salary expected. Apply to Box 210, THE CHINA PRESS.
23687 M.25

FIRST-CLASS Chinese bookkeeper, capable of keeping accounts and thoroughly familiar with exchange. Only one who can do the work without supervision will be considered. Must speak good English. Apply to Box 206, THE CHINA PRESS.
23681

Exchange and Mart

AIREDALE pup, from pedigree parents only, bitch in litter. Extra good one, 25 Tls., bargain. Apply to Box 230, THE CHINA PRESS.
23726 M.25

TO BE SOLD this week at Moore's Auction Rooms, well-made hot-air incubator complete, all copper and brass fittings. Apply to Box 231, THE CHINA PRESS.
23726 M.25

LAND at Pukow, area 500 mow, in a most desirable location, close to Railway Station, best suitable for factory sites. Owner ready to dispose at very low price. Apply to Box 177, THE CHINA PRESS.
23616

FOR SALE, a few sewing machines at reasonable prices. Owner leaving Shanghai. Please apply to Liengyi Mercantile Company's Sewing Machine Department, 11 Soochow Road.
22419

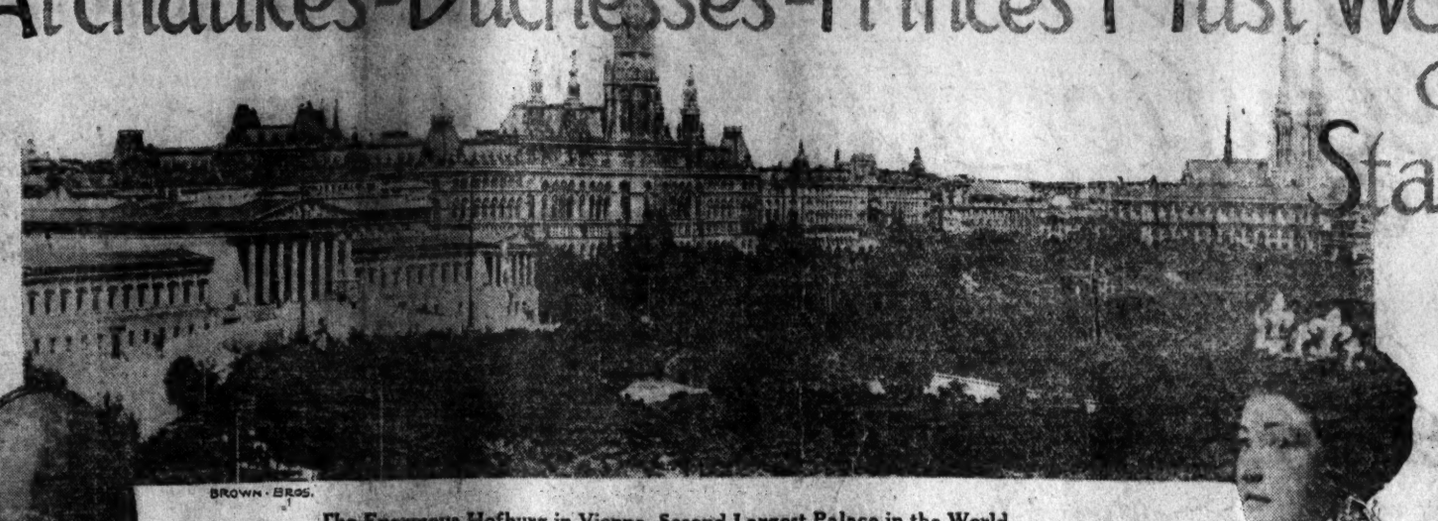
SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.
22429

WANTED, a good second-hand typewriter. Give particulars and lowest price, to Box 215, THE CHINA PRESS.
23696 M.25

Classified Advertisements are Continued on Page 17

84 Austrian Archdukes-Duchesses-Princes Must Work or Starve

Ordered to Get Out of the Imperial Palaces, Their Government Allowances Cut Off, Their Estates Confiscated, Their $10,000,000 of Famous Jewels Seized by the New Republic



BROWN-BROS.

The Enormous Hofburg in Vienna, Second Largest Palace in the World, Once the Home of Several Archdukes and Many Noblemen, Now Occupied by Common Soldiers and Republican Officials.

The Great Hapsburg Opal, Largest and Most Valuable Gem of Its Kind in the World. The Republican Government Is Holding This, Together With the Rest of the $10,000,000 Worth of Imperial Jewels.

A SITUATION has arisen in the former Austrian Empire unlike anything ever known in the history of royalty. No less than eighty-four Archdukes and Archduchesses belonging to the fallen imperial family are in dire poverty owing to the revolution. They have been deprived of their State incomes by the new republics which have arisen on the ruins of the old Hapsburg empire, and they have either been expelled from the imperial palaces or, in some cases, are in momentary expectation of being expelled.

All these Archdukes and Archduchesses must either starve or go to work. None of them have been educated for the higher professions, and there is, therefore, little chance for them to earn a good living. Only unskilled labor remains for them, and as they have been brought up luxuriously this is too severe for them. The outlook for them is, therefore, exceedingly gloomy. Such occupations as clerk, waiter, messenger, low-class public entertainer and nurse seem to be the ones most suitable for these poor Archdukes and Archduchesses.

The ex-Emperor Karl, having enjoyed enormous resources, and knowing of the trouble that was coming, invested a considerable portion of his wealth in neutral countries, such as Switzerland. The fallen German Emperor had made similar provision for himself. For this reason, apparently, the Austrian ex-Emperor and his wife are not in marked poverty, but their exceedingly numerous relations depended on liberal allowances of money from the State, on imperial palaces assigned to them for residences and on property situated within the former empire. That accounts for their destitution now the empire is divided up into many Socialistic republics.

The Almanach de Gotha, that formerly standard year book of European royalty, shows that there were in 1914 exactly eighty-four Archdukes and Archduchesses, including the women of the imperial family, who bore the titles of their husbands, such as the Duchess of Orleans, etc., but were still entitled by Austrian law to be called "Archduchesses."

All members of the imperial family in the male line of descent were Archdukes and Archduchesses. "Archduke of Austria" was the original title of fierce old Rudolph of Hapsburg, who made himself ruler of Germany in the early middle ages. The title which he reserved for the subordinate members of his family was regarded as the most majestic thing of its kind in Europe. Few princes were considered the equals of archdukes.

And now these superfine creatures are paupers.

In addition to the archdukes and archduchesses there are a vast number of princes and princesses related to the imperial family and a still greater number of lesser members of the nobility who have fallen into the same sad poverty.

The Empress Zita, for instance, was a Princess of Bourbon-Parma, member of a family that formerly reigned in Italy and was forced to move some years ago to Austria, where they lived in great luxury. Austria was, in fact, the home of decayed and deposed royal families. The Empress has no less than eighteen brothers and sisters called princes and princesses of Bourbon-Parma, and most of them hard up.

Some doubt is expressed, even in Austria, according to dispatches, as to what will happen to Archduke Frederick, a cousin of the Emperor and formerly the richest man in the empire. Unlike most members of the imperial family Archduke Frederick invested heavily in business enterprises and owned a great number of oil wells in Galicia. He was often called "the John D. Rockefeller of Austria."

As he is a large capitalist, it is supposed he has kept much of his money. He recently gave $100,000 to buy comforts for the homecoming soldiers in Hungary, and apportioned $10,000 of it to the town of Pressburg, near which his largest estate is situated. He evidently hoped that Hungary would be touched and leave his private property to him.

Archduke Frederick was the father of six daughters and one son, who cut a great figure in Vienna society before the war. His fifth daughter, Archduchess Isabella, made the greatest reputation of all of them when she ran away from her husband, Prince George of Bavaria, on her wedding night.

Serious distress has been caused among the Hungarian nobility, who possessed landed estates noted throughout Europe for their vast size. Count Szechenyi, who married Miss Gladys Vanderbilt, of New York, was one of those affected. The great American heiress escaped from Hungary when conditions permitted and said she had suffered great privations. Count Andrassy's home, Tissca Castle, has been pillaged by infuriated Bolshevist peasants, who caused enormous loss, spoiling valuable Gobelins tapestries, a Van Dyke picture, and other inestimable art works. Count Andrassy declared that he would never inhabit the castle again.

The numerous archdukes and archduchesses who formerly lived in the Hofburg in Vienna have all been turned out. The Hofburg is the largest royal palace in the world except Versailles, from which the royal occupants were evicted many years ago. Now officers and men of the Austrian National Guard are quartered in the Hofburg, and are shocking the old regime officials, who are still at their posts, with their ways and manners. A Vienna correspondent familiar with court life writes:

"The old lady who used to look after the Emperor's washing is especially indignant with the new inmates. When they first went to the Burg she gave out the best 'royal and imperial' damask tablecloths and napkins for their use. Horror was great when she discovered them, after a day's use, cut, burned with cigar ash and stained black and red with wine, coffee and sauce. She keeps that first tablecloth used by republican officers as a relic of their wickedness, secretly showing it to her friends and whispering in their ears:

"'Now I give them the servants' table linen.'

"These court officials are feeling very uncomfortable, indeed. They never had a pension fund, like other civil officials, but always enjoyed pensions granted them by their imperial master when the time came. Now they have been told that their salaries will cease after January, and they are much afraid there will be no pensions. Over 2,000 of them there are in all.

"The most anxious of the lot is Hofrath Nepallek, director of the ceremonies, who always used to precede the Emperor and his party when they entered at court balls. For he feels that no matter what jobs will be found in the deserted castles and palaces for other court officials, a director of ceremonies will not be needed any more.

"His gloriously important days, when he used to order humbler people about and was consulted as an oracle on niceties of Hapsburg etiquette, have gone forever; no wonder he roams sadly through the scenes of his recent power, asking all he meets whether they think the republic will want his services."

A vast number of other imperial palaces are now in the hands of the new Austrian Government, and it is, of course, a great problem to know what to do with them. Some will be turned into schools, others into hospitals, while the gardens will, in many cases, become public parks.

First of all there is Schoenbrunn, the favorite residence of the late Kaiser, near Vienna, and a very beautiful place. This, it is said, will be transformed into a home for poor orphans. The death rate from consumption among poor children in Vienna has been appalling and the Socialists mean to put an end to it.

Schoenbrunn has 978 beautiful rooms, most of them exposed to the sunshine. Poor little children will recover their health where the imperial Hapsburgs once revelled.

The Hapsburgs possessed a great collection of jewelry valued at upward of $10,000,000. Most of this is now in the hands of the State and much of it is at Schoenbrunn. Whether it will ever be given back to the imperial family is a question.

Among the jewels was the famous Hapsburg opal, incomparably the largest and most valuable stone of its kind in the world. It was found in Hungary about three hundred years ago. Superstitious persons attribute the unparalleled series of tragedies which have befallen the Hapsburg family to this ill-omened gem.

Who will have the courage to bid for the Hapsburg opal?

Salzburg is another great imperial palace that will soon be taken away from the Hapsburgs. It is very beautifully situated in the Tyrol. It has furnished a home for the branch of the Hapsburgs who formerly ruled Tuscany and were compelled to move away from there, like the Empress's family, by the unification of Italy.

At present they are allowed to occupy only one room out of the hundred and twenty in the palace. The rest of the building is given up to public stores.

Among the waifs of monarchy thrown to the public are the children of the late Archduke Francis Ferdinand, the heir to the old Emperor Francis Joseph and heir to the recently dethroned Emperor. The murder of Francis Ferdinand and his wife at Sarajevo in 1914 was the initial event of the war that gave Germany an excuse for hurling her legions against her neighbors. The archduke's marriage was morganatic and his wife and children did not share his imperial rank, but she was created Duchess of Hohenberg and her children were called Princes of Hohenberg. They received a great income from the State and that is now taken from them.

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The Archduke Francis Ferdinand, with His Wife, the Duchess of Hohenberg, Who Were Assassinated at the Beginning of the World War. Their Children, Princess Sophie, Prince Max and Prince Ernest, Shown Here, Are Now Destitute, Like the Rest of the Hapsburg Family.

BROWN BROS.

© PAULINE K. HAMILTON

The Beautiful Princess Elie of Bourbon-Parma, Wife of a Brother of the ex-Empress Zita. The Fallen Empress Has Eighteen Brothers and Sisters, All of Them Now Poverty-Stricken.

His Imperial Highness Archduke Frederick, a Cousin of the Emperor and Once the Richest Man in Austria, Now Reported to Be Struggling Hard to Keep Some of His Property.

Valuable Collection of Jewels Presented by Old Emperor Francis Joseph to His Favorite Granddaughter, Archduchess Elizabeth, on Her Wedding Day. It Is Still Undecided Whether She Will Be Allowed to Keep Them and Save Herself from Poverty.

The New Butterfly Wraps

By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

The Excuse—An evening coat of violet and silver brocade with turquoise blue silk and trimmed with rows of Russian sable.

The Ish-koodah—A cloak of green velvet with lining of black and white silk in impressionistic pattern

A back view of the Ish-koodah cloak. Note the manner of trimming of the deeply slashed sleeves.

By Lady Duff-Gordon

BUTTERFLIES of the night wear such wraps as are shown on this page. The evening cloaks have the outline of the brilliant, flitting insect of the sunshine. In colors, too, the resemblance is apparent.

The large, upper right hand figure is a magnificent, enveloping coat of velvet brocade. It is lined with turquoise blue silk. The chin-reaching collar is trimmed with four narrow rows of Russian sable. The fur is continued along the shoulder and side opening. The sleeves are also outlined by four rows of the fur. The splendor of the violet background of the brocade is emphasized by the delicate silver of the brocaded figures. The long points of the cloak reach the hem of the sides of the gown. The cloak reveals at the front and back a draped evening gown of apricot satin. The flesh-colored satin pumps and hose worn are foils for the vivid coloring of robe and cloak. To this particularly coquettish wrap de nuit I have given the name—The Excuse.

The lower left-hand figure is an exhibit of the stateliest of the Winter evening wraps. Of mirror velvet it is a rich expanse of all green velvet. The lining is of black and white silk in an odd impressionistic pattern, which one who saw it described as a dizzying ripple. The lining shows at the edge of the broad, full back and at the wide, slashed cuffs and rolling collar. The inner sides of the cuffs, the collar and the seams with which the sleeves and back join the yoke are outlined by violet soutache braid. The cuffs and collar have a border of black fox. I call this the Ish-koodah.

The small right-hand figure shows the back of the olive green coat. The photograph gives the detail of the deeply slashed sleeves. The amethyst buttons, reaching nearly to the elbows, may be fastened by loops of the violet soutache.

From The French Openings

By Sara Marshall Cook

Stored away beneath the decks of the great ships that are every day sailing in past the Statue of Liberty are ever so many boxes of lovely new clothes that France is sending us. Perhaps to some people clothes seem frivolous and petty at a time when so many hearts are sad as well as glad over the homecoming of khaki-clad heroes. But how can we welcome heroes without new clothes?

There is the joyousness of peace time and springtime in all the new French things that are much more lovely and feminine than they have been for many a year. They are a glad reaction after four serious years.

If you are wondering as to whether or not you will buy several new dresses don't think any more about it. Just get them—and the very prettiest ones you can find. Everybody will be cheered by your pretty clothes. The psychology of dress is a big thing in our lives.

Among the many new ideas that Lanvin, of Paris, exploited in her collection were suits that had little capes in lieu of coats. One of these is made of black gabardine. Cut almost like the body of a loose box coat, the cape is lavishly embroidered in fine white worsted with a raised knotted stitch to give the appearance of a thick grouping of French knots. The neck line is finished separately from the collar and ties with narrow folds of the cloth.

A Friar's Hood But Embroidery Bestrewn

To the garb of an old-time priesthood went Mme. Lanvin to get her inspiration for the detachable collar. It is an exact copy of a friar's hood, except that no member of this jolly mendicant order of monks would ever have tolerated having the inside of his hood so bestrewn with embroidery. Straight and slender of line, the two-piece skirt closes at either side with wide lapped seams.

Another uncommon suit designed by Lanvin is of navy blue serge. Short and loose is the coat, which curves in at the waistline in the back. Little inserts of scarlet cashmere outlined with narrow black braid appear in the front of the jacket and shallow pockets disclose a lining of scarlet cloth.

Still more unusual are the characteristics of a black satin evening dress by the same creator. Not a hook and eye nor a fastening of any other sort is there on it. You slip into it just as a midshipman gets into his blouse. Sleeves as well as fastening are absent and the armholes are cut very deep. Strange things, too, are done to the bottom of the dress. Deep slashes are at either side and the line of the bottom is curved, giving the appearance of being cut in two great rounding scallops, and this makes the dress very short at the sides and long in the back and front. Embroidery is the only trimming, the entire robe being exquisitely embroidered.

Trimmings That Hang By A Single Thread

Mme. Renee, the pretty designer at the Maison Premet, who has always been so much admired for the beautiful costumes which she herself wore, has this season opened an atelier of her own. The unique thing about her really remarkable collection is the hitherto unheard of way in which she uses her trimmings. Never before has any one thought of doing such daring things with them. Every bit of ornamentation just dangles from the costume. Nothing is sewn flat. Even the big, round letters on the topcoats and suits bob from long, loose threads. From an evening gown of black tulle she permits stemless red roses to droop in a careless way that displays the underpart of the flowers.

Another evening gown of black has an overskirt draped in points to reveal a satin underskirt that from waistband to hem fairly drips with bead ornaments. From each point of the tulle tunic hangs one of these topsy-turvy roses. On silk dresses she stitches many little dangling strips and balls made of the fabric. Surely the wearer of an old blue tulle evening dress made over pink satin that was shown in this collection was never intended to turn her back on her audience, because no attention has been paid to the back of the dress, all the designer's efforts being expended on the front of the costume. Frankly uncovered but for two trailing streamers of tulle that hung from the waistline to form a train, the back had to admit itself a pink petticoat and nothing more. To atone for this neglect, the front and very short tight fitting sleeves were completely covered by small pendulous balls of blue crystal beads, and around the waist hung a loose wreath of pink roses.

A blue serge afternoon frock from this opening that embodies the ideas that were so decidedly Mme. Renee's own is shown. By doing all sorts of unexpected things, it makes itself just as wayward as possible. What appears to be a tunic at the sides is not a tunic at all. In fact, it is not even a separate piece of cloth, but the straight skirt draped in an extraordinary manner to give the appearance of a tunic. All the way down the side drapery are the swinging adornments that this couturiere employs to obtain her remarkable effects. And now they are dull blue in color. Pendant Pierrot pompoms, formed by strands of coarse silk, are placed at either side of the waist. They are just caught by a thread, so that they, too, dangle. As an added bit of perverseness, dull blue ones are placed on one side of the belt and black on the other. To conform entirely with the mode of the moment in Paris this frock has short sleeves. Turned back cuffs are faced with dull blue silk.

Sides That Differ; A New French Idea

Chenal sends us a dress and coat that is tremendously good-looking. Like all of Chenal's models it is simple and wearable and combines with its smartness much that is practical. Heavy beige crepe de chine is used for the bodice of the one-piece dress and navy blue tricotine for the coat and skirt. Bands of beige colored silk embroidery, done in an oldfashioned running stitch, contrast with the blue cloth. Coats of this collection are all a bit long and always open so as to reveal the blouse.

Making each side of the costume differently is another new idea that the French are exploiting. Bulloz sends us a gown of this type for restaurant or theater wear. Changeable taffeta, in a mellow old red shot with king's blue, was selected for it. Scanty of skirt and straight of line, it drapes itself with a loosely hanging coat of blue chiffon to blend with the blue tone in the silk, and the transparent chiffon coat is draped on one side, and one side only. The shimmering silk shows through the sheer cloth to complete a color effect that is enchanting. Some fine embroidery done in steel beads, and a bit of silk shirred to a narrow ruching, are the only trimmings used.

Martha Washington would have delighted in the fluffy fichu of French mull by means of which Hermace, of Paris, makes one of her afternoon gowns lovely and feminine. The kerchief is pressed into the finest of folds, after the mysterious fashion known only to the French laundress. A real victory frock is this, in red, white and blue. Navy blue serge with a surface as soft as an orchid skin is the fabric of which it is fashioned, and faded blue and red are the colors used for the bands of embroidery on the skirt.

Pinks That Melt Into Blues And Lavenders

As fresh and lovely as a summer day is an afternoon frock from the opening of Margane Lacroix. Soft satin in one of the new pale shades of pink is the material. By a blending of dyes wonderful pink colorings have been evolved this spring. So elusive are they in their hues that in certain lights they appear to melt into soft blues and lavenders. Because of the loveliness of these shades, pink is much used for young girls' evening frocks just now. Bands of the satin are applied to the skirt without gathers to produce the effect of shaped flounces. Instead of applying the fringe separately the material itself is ravelled to a deep fringe. The bottom of the skirt, too, is fringed and corded and shirred in three rows to cutline shapely ankles. The bodice portion is made in a way altogether new. The sash, which crosses the front, forms part of it, and is cut all in one piece with the bodice and little straight tight sleeves, which have fringed flounces applied to correspond with the skirt.

A little dark-haired bride who recently got a delightful trousseau in Paris had some lingerie that I know you will like to hear about. Ever so many princess slips of crepe de chine to wear under slim, short, high-waisted chemise dresses were included. Pale colored silk such as we here in America have always associated with such garments was not considered for them, but deep colored crepes were chosen. One was of Copenhagen blue. No lace was used, both the top of the bodice and the petticoat being finished with ribbon. Narrow satin ribbon shirred in the center finished the bottom of the petticoat, which was cut in scallops, and a few whirling ribbon pompoms were fastened here and there over the skirt.

Fascinating Flowers Of Colored Linens

The lingerie was of fine white handkerchief linen and the bottoms of the nightgowns and chemises were cut in scallops, some round and others square, and bound with colored linen, either pale blue or pink. No ribbons were used, the garments were all shirred to linen bands at the neck, which was either round or square. Sometimes when the band was very narrow colored linen was used to make it, then again wider white bands were piped with color and the armholes bound to correspond. There were the most fascinating little powers of colored linen applied here and there with white stitchery. Only a few of these flowers were used, but in a way known only to the French artist. A great many of her shoes were suede oxfords, either brown or gray, with stockings to match. Suede shoes are quite the mode of the moment in Paris.

Many women returning from Paris are wearing as raincoats the French officer's trench coat. In line they are much like our own officers' coats, but most women find the soft blue of the French uniform more becoming than the more sombre colors. The French belt their coats—in fact, all their clothes—much higher and tighter than we do, consequently this dress looks a bit shortwaisted.

Every one coming home speaks of the emerald green sweaters and caps worn on the steamers. The caps, which are of English origin, are little soft, felt tams, and they make a lovely spot of color. These little green felt caps will be charming for young American girls to wear for golf and tennis in the early spring.

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At the Dressing Table

By Mimosa

How Milicent Cheated Father Time

I hadn't seen Milicent for over three years, when I called on her a few days ago, I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tekko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure colliandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

In The New York Shops

To take at least some part in the arranging of the flowers in your home is something that will give you a great deal of pleasure. You can express art in the arrangement of flowers just as a painter does in pictures, only nature has given you much more beautiful colors to work with than can ever be bought in paint tubes. Don't just put your flowers in vases and jars, but work with them. Study them. Look in the queer little shops tucked away here and there in the side streets for beautiful flower receptacles. Some of the best ones are inexpensive. At the Little Gallery you will find some charming flower urns.

If you will try studying the arrangement of flowers through the blending of colors you will find that you are creating a work of art that will give you as well as others a lot of pleasure. Until you have practised this a little you may like to know how some of the best florists are grouping Easter posies. Wadley and Smythe are using as flower holders Dutch shoes—just the wooden sabots painted in soft blues or pinks. In a blue shoe you can use with beautiful effect some delicate lavender blossoms such as iris or lace flowers. Very delicate are these tiny pale lavender lace flowers that bloom at the end of slender white spikes something like the Queen Anne's lace that we see by country roadsides in summer. Pink Migoon roses—but only a few of them—might be put here and there among the lavender lace in the blue sabot. Yellow pansies with cowslips make another lovely group. Delphinium, which is a very pale blue flower, could be charmingly combined with moss roses.

If you want to send an Easter gift and be absolutely sure that it will delight the recipient choose one of the covered market baskets that may be had from the same florist. They are just splint baskets painted black, blue, pink or ivory color. There is no gloss in the paint so that the colors all melt together in a misty artistic way.

The Yellow Bowl For The Purple Violet

There are pottery bowls of an old yellow tone that immediately suggest themselves as holders for purple violets. The tops of these bowls are irregular in shape with three clefts in the outline, the edges curling under like parchment scrolls. Any other short-stemmed colorful flowers might be arranged in them, although they are essentially violet bowls.

Because Easter is so late this year there will not be many violets available for corsage bouquets. Instead there will be clusters of mauve colored orchids sprayed with yellow mimosa such as grows along the walks at Monte Carlo. These bouquets will be tied with gold gauze. Then there will be nosegays of pink rosebuds, caught together with mauve ribbons, and bunches of yellow pansies will be held by orchid streamers. Other nosegays will be made up of pink rosebuds and bits of blue Delphinium. These will be combined by tying tiny rosebuds here and there among the ribbons.

In this country we have always thought of the carnation as a commonplace flower. But you will never think so again after you have seen the French Malmaison carnation that Fleischman has succeeded in growing here in America. This is the first time that it has been grown successfully in this country, although it has been tried for many years. Now it is accomplished by importing French soil. The blossoms are almost as large as a chrysanthemum and fluffy and feathery in appearance. In making them into a bouquet greens are never used, just loose greenless hunches are sent, like you get them from the London florists. It is a flower quite as popular in London as the American Beauty rose is with us. There they sell for as much as five shillings and sixpence each. You will enjoy these flowers for their beauty of color as well as form. These are lavender, purple, deep violet, carmine, yellow and vermilion, as well as the regular carnation colors.

The Pussy Willow Takes The Easter Lily's Place

Since the Easter lily crop this year is rather a failure these blossoms will not be used exclusively for decorations, but Calla lilies and branches of pussy willow will take their place.

Because of the embargo on plants from Europe many of our oldtime favorites will be absent this Easter. The vigorous, cheerful azaleas will not be seen in quantities, since they are natives of Holland and Belgium, and unless we start raising them ourselves there will be none to be had after this year. The hothouse lily of the valley, which also is a native of Belgium, will be no more. While there are plenty of wild ones in America they are not strong enough to be forced.

Bunyard, the Madison Avenue florist, is having some new tubs and boxes made in which to send your Easter plants. They will be of birch bark with little bits of pussy willows nosing their way through the bark. In these bark jars will be lilies, rose bushes, acacia plants and rhododendrons. Some little birds with velvet overcoats and straw hats will perch here and there in the branches of the larger plants. Egg shaped hanging baskets filled with Easter plants or cut flowers may be found at Bunyard's.

Your Skin Needs Protection

Do you know why it is that your skin is often so rough, dry and "tight"?

The reason, as Dr. William Allen Pusey points out, is that "the skin because of the unnatural dryness loses its power of resistance." It cracks and breaks, becomes painfully rough and red. Dr. Pusey goes on to say that "the secret" in preventing and curing rough skin is to make up the deficiency of lubrication which the skin is failing to supply for itself.

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Use it every day. Do not be afraid to apply it while dressing. It disappears immediately and will not soil veil or gloves.

Whenever you want your skin to look its best

Before going out in the evening, or whenever you want your skin to look particularly well, apply a little Vanishing Cream, as a finishing touch. It actually seems to smooth out all the tired lines, and makes the face feel wonderfully refreshed. It gives your skin the transparency and softness everyone so much admires.

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Health, Beauty And The Home

The Right Kind of Floors

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

IN keeping a house clean perhaps nothing else requires so much attention as the floors. On the kind of finish—whether linoleum, varnish, shellac or oil—depends much of the difference between work and leisure time either for the housekeeper or the paid worker. This is a time of year when many small repairs will be contemplated in advance, and it is worth while considering the merits and disadvantages of each kind of floor covering.

Families who live in rented houses cannot easily change the kind of floor finish. Still, they may be able to make slight modifications in it, especially if they are going to continue living in the same house.

Let us first consider the varnished floor. This means a finish of varnish usually placed on top of a coat or coats of light stain. It is used only on well matched boards of hard wood. If the wood is fine and small and the varnish good, such a floor is, perhaps, the easiest of all to care for. However, it shows foot marks and scratches very easily, especially in country houses, where much mud is tracked in. In order to repair it one has to "do over" the entire floor.

In many cases the scratches and marks may be treated with a small bit of stain. After this has been allowed to dry the whole floor may be given a new coat of varnish. The best kind of varnish to use is that commonly used on the outside of boats. It is impervious to water and almost so to footmarks. Cheap varnish is useless, as it will scab off and peel.

The disadvantage of a very bright finish is that it scratches too easily. It is better to use a varnish modified with melted wax, which will give a dull finish, somewhat like wax. This will show the dirt less readily, and also scratch less. A very highly polished floor is unsuitable in the centre of any room, or where it receives any special tracking, as it is bound to mar. Bright finish should be used only on the edges around the centre rug.

Shellac is another finish. Its advantages are that it is harder, and stands more wear. Indeed, it is a good policy to shellac over two coats of stain, or over one coat of stain, and one of varnish. Any floor that may be shellaced may also be varnished.

Many popular forms of mops and floor cleaners use oil in their fabric. Now, while in theory oil catches the dust, in practice a good varnished floor should not be oiled. Oil, in the first place, soils the edges of the rugs, especially if it is used carelessly and in too great quantity. Oiled mops are likely to smear the floor, and hence cause it really to catch the dust, and thus require constant cleaning.

Instead of an oil mop, it is possible to finish a floor with what is called an "oil finish." This means rubbing several coats of heavy boiled linseed oil into an unstained floor, then staining. The effect is soft, and particularly good in a small den, library, etc. But this must not be confused with using an oil mop on a regular varnished floor. It is better to use only a clean string mop on varnish or shellac, and wash occasionally with tepid water, wiping very dry.

Perhaps the kitchen receives the hardest wear of any room. The floor here is not only subjected to foot wear, but also to grease and food fragments. The possibilities for the kitchen floor are tile, linoleum and composition.

Tile looks sanitary and is easy to wipe up; at the same time it is very trying on the feet. Standing on a tile floor tends to induce flat feet, and it is also very cold. Tiled floors also increase the danger of broken dishes, as an article dropped on tile will shatter instantly.

Linoleum may be put over any floor. It should always be inlaid—that is, the pattern should be made entirely through the fabric; not merely printed on top. The best linoleum was formerly manufactured in England. It comes in two-yard width. If it must be pieced then the edges should either be cemented or most carefully tacked. It is always best to lay linoleum in warm weather, so that the fabric will not be stiff. Also it should be laid on, and walked on for at least a week before the final tacking in order to allow the material to fully stretch.

Linoleum for a floor about 10x12 feet will cost about $35 in a good grade at present prices. However, it should wear at least five years without any break. It is possible to shellac any linoleum. This protects the painted surface and makes it last longer.

Composition floor covering is a new product put out by several companies, and made of rubber, asbestos, hair and cement. It is laid on in plastic form like cement, on or over any old floor. Generally two coats are applied. It comes in several colors, such as red, green, sand, etc., and if the rear porch and halls and kitchen are all laid with this, it makes a most sanitary covering. Such a plastic floor may have a "cover baseboard," one that is about a foot high and an integral part of the floor, with no separating crack to collect dirt and afford a hiding place for insects.

Generally speaking, if one owns one's house, nothing could be more sanitary, easier to clean or softer to stand on than such a composition floor, especially in bathroom, kitchen, rear porch and halls.

Linoleum makes a good dining-room floor, especially where there are children. It can so easily be wiped up if anything is spilled, and it does away with the necessity of unsanitary rugs under the eating table. It will cost about $80 to lay a room 16 by 20 feet; but one must take into consideration the greatly lessened cost of the wood for a floor that is to be covered with either linoleum or composition.

Waxed floors do not seem to be popular in this country. However, no floor in the world is as beautiful or as enduring as a rightly laid and waxed floor, especially in a drawingroom or library. In a waxed floor the wood is protected, it looks beautiful, and it need only be swept with a hair broom to keep it clean. Any little spot which shows sign of wear may easily be rewaxed. Its initial cost is high, but in its daily upkeep and care it is the cheapest of all floors.

It is almost impossible to believe now that the custom only a few years ago was to have a carpet laid from wall edge to wall edge over the entire floor, even in bedrooms. Under such conditions, it was impossible to move the beds, bureaus, etc., or insure anything like sanitary cleaning. But to-day the chief delight of the housekeeper is varnished or linoleum-covered floors in the bedrooms. Either of these may be swept easily, or wiped with a broom bag. In the nursery linoleum is best, because it can be so easily wiped and scrubbed in case of accident. The floor of any children's room should never be entirely covered with carpeting.

Any housekeeper considering spring repairs to the floors would do well to think over the advantages of each kind of covering, its relative cost, and especially its upkeep. Even if the initial cost is high, it may be a better investment than to put in cheap floors which need constant varnishing and repair, and which make the daily cleaning so arduous.

A woman's time to-day is worth considering. She should not have to spend it on futile work. Keeping floors clean is a big part of the daily work. If servants are scarce (and where are they not?) those floors should be chosen which will make it easier for the housewife to do the work herself.

"Massage the scalp gently with the finger tips every night."

Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO.

The Care of the Hair

By Lina Cavalieri,

The Most Famous Living Beauty.

ANY woman who takes the proper pride in her appearance can have thick, lustrous, clean hair. I am sorry to say that it is necessary to use this last commonplace adjective. But some women there are who neglect the hair until it cannot be so described.

"She has such clean hair," a man said to me of a certain girl that he much admired. When I saw the girl I knew that his appraisement was just. Her hair was beautifully clean. And, mind you, it was thick, light brown and slightly curling hair, just the sort a careless person might neglect, saying, as I have often heard women say, "Mine is the kind of hair that takes care of itself."

But this girl's hair was as clean as her radiant young face. One received instantly the impression that her hair, as all the rest of her person, had as close neighbor the bath.

And so it is. Her hair being rather light in color, she told me that she washes it at least once a week in borax water, made by dissolving two tablespoonfuls of borax in a quart of warm water. But borax is somewhat drying, so if she finds her scalp growing too dry she never fails to massage the scalp twelve hours before the shampoo with this: Oil of sweet almonds, 45 grams; essence of rosemary, 45 grams; oil of mace, ½ gram.

If the wholesome young woman finds her hair is growing prematurely gray, and this happens to many of you, for gray hair is a sign of anaemia, then you must resolve to make your life more than ever wholesome. You must live out of doors more. And take more regular sleep and more nourishing food. You must be more than ever punctual and thorough as to exercise. Also brush the hair carefully and massage the scalp gently every night before retiring. This helps to bring back the natural oil into the hair.

For a scalp that is too oily use borax or bicarbonate of soda in the weekly shampoo. A blonde of my acquaintance believes that the juice of one lemon used in the last rinsing water after a shampoo adds to the brilliance of her hair, while also drying it enough to make it delightfully "fluffy" and, therefore, easy to arrange.

But if nature planned your hair to be straight, then allow it to remain so. Look about you and experiment until you can find some becoming method of wearing it. If the ends have become broken and the hair is thin and uneven you must set about raising a new and stronger crop.

First, you must prepare the soil for the new crop by cleansing your scalp with frequent shampoos, one every other day, if necessary, and by using on it a good oil. Olive oil is an admirable agent for loosening and feeding a heat-dried scalp. Have the ends singed or clipped. Massage the scalp every night, unless it is too tender to endure that massage often. Irritating the nerves which protest against such treatment does far more harm than good.

A few years ago there were almost no good hair tonics. Now there are many. Almost any tonic containing a liberal amount of quinine is a good hair grower. Here is my favorite one: Tincture of cantharides, 2 drams; bisulphate of quinine, 10 grains; castor oil, 1 dram; bay rum, 6 ounces.

Hair to be really beautiful should not lie upon the scalp in heavy, sticky bands, but should stand out hair by hair, as separate as the down of a little chicken. To acquire this, use ten drops of ammonia sprinkled in camomile. This must be added after the mixture has boiled and cooled, otherwise the ammonia will evaporate.

The above is rightly a favorite preparation with many women. No beauty or fashionable woman ever uses oil upon her hair. By keeping it frequently massaged and thoroughly brushed she permits it to develop its own oil.

Most of you know that the Egyptian women were considered to have the most beautiful hair in the world. This they owed to henna. If you want to try it make a strong henna tea by steeping one-half an ounce of the dried leaves in one pint of hot water for about an hour. When cool strain off the liquid.

To apply it properly the hair should first be shampooed thoroughly in castile soap and warm water. Dry in the sunshine and then apply the henna tea. Dry in the sun once more and then wash the hair in clean water before the final drying, which should be always out of doors if possible. Remember, however, that several applications on successive days may be needed to secure the desired results. If it "takes" properly your hair should be a golden, reddish brown—the real Titian shade that artists so greatly admire.

Good Ways to Serve the King of Fruits

THE apple is the king of fruits. If you don't already appreciate this fact you will when you read "The Housekeeper's Apple Book," by L. Gertrude MacKay, instructor in domestic economy in the Schenley High School, Pittsburgh.

This volume, recently published by Little, Brown & Co., gives more than 200 ways of preparing apples. Sauces, beverages, salads, entrees, puddings, dumplings, cakes, pies—the number of delectable dishes which can be made from this fruit will amaze even the housewife who thinks herself thoroughly familiar with its possibilities.

Among the interesting recipes which the author recommends are the following:

APPLE CHIPS.

CUT 8 pounds of sweet apples into small pieces. Do not pare. Add 4 pounds of sugar and ¼ of a pound of Canton ginger and let stand for 24 hours; add 4 lemons cut into small pieces, rejecting seeds. Cook slowly for 3 hours. Put into glasses or stone jars and cover with paraffin.

APPLE PRESERVES.

USE ¾ of a pound of sugar to each pound of apples. Good flavored apples that are not easily broken should be used. Make a rich syrup of sugar and water and add a little ginger root tied in a bag; add a little lemon juice and boil a few apples at a time until transparent. Place in jars or glasses; boil the syrup until very thick and pour over the apples. Crabapples make delicious preserves; cook without paring until clear in a rich syrup, drain and place in jars; fill with the syrup boiled down.

APPLE PUNCH.

CUT 6 tart apples in quarters; core, but do not pare; put into a preserving kettle and add 1 cup of raisins, 2 bay leaves, a small piece of stick cinnamon, the grated rind of 3 lemons and 2 quarts of cold water, let come to a boil and add 2 quarts more of cold water; cover and let boil for 30 minutes; drain through a muslin bag. When cold add the juice of 3 lemons and 2 pounds of sugar; stir until the sugar is dissolved. When ready to serve add a little shaved ice.

DRIED-APPLE BUTTER.

WASH 1 pound of dried or evaporated apples thoroughly, soak over night; in the morning cook with plenty of water. When well done, rub through a sieve or colander; add sugar and cinnamon to taste, the juice of 1 lemon, juice of 2 oranges and butter the size of an egg. Cook slowly until it will drop heavily from a spoon.

BAKED APPLE SALAD.

BAKE Northern Spy apples until thoroughly done; remove the skin. Stuff the centres with nuts and serve with salad dressing and whipped cream.

APPLE DELIGHT.

PUT a layer of apple sauce in a buttered pudding dish, dot with butter, add a layer of chopped peaches and apricots, sprinkle with blanched almonds ground rather coarsely, repeat until the pan is full; pour the peach juice over the mixture and bake for 1 hour. Serve as a relish with meat course.

APPLE CHICKEN SALAD.

TAKE six ripe apples and scoop out the centres. Fill them with cold cooked chicken, minced fine, seasoned with finely minced green peppers and salt, with enough cream to moisten. Place apples in a steamer and cook until almost tender. Put them on ice and serve with mayonnaise on lettuce.

BAKED APPLES, CREOLE STYLE

COOK cored apples in a little water and lemon juice. Place in a dish and fill centres with jelly or marmalade. Add ¼ of a cup of sugar to the liquid, boil and pour over the apples. On the top of each apple place a meringue, pressing it from a pastry bag through a star tube. Put the apples in a moderate oven for about 8 or 10 minutes. Serve cold.

APPLE CORNMEAL PUDDING.

PARE, core and slice very thin 12 medium-sized King apples. To 1 quart of sweet milk add 1 quart of cornmeal, 1 teaspoon of salt, 4 tablespoons of chopped suet, 1 cup of molasses, 1 teaspoon of soda dissolved in the molasses and the sliced apples. Stir well and pour into a well-buttered pudding mold. Steam for four hours and serve hot with any good pudding sauce.

APPLE PAN DOWDY.

LINE a baking dish with thin slices of buttered bread. Fill in the centre with sliced apples, sprinkle over the top four tablespoons of dark brown sugar and ½ teaspoon of cinnamon. Add ½ a cup of water and cover with another layer of buttered bread, with the buttered side up. Bake for 1 hour in a moderate oven. Serve with liquid pudding sauce.

APPLE GOODY.

CUT apples in balls with a vegetable scoop and cook until tender in a small quantity of syrup to which a little lemon juice has been added. Toast slices of bread or stale cake; dip in milk, to which a little salt and butter have been added. Pile apple balls on slices of bread or cake, with 5 or 6 blanched almonds; add bits of any kind of jelly or marmalade. Serve with plain cream.

SHAKER APPLE PIE.

PARE, core and cut into eighths sour apples and put into a lower crust; add ½ a pint of seeded raisins. Put on the upper crust, being careful not to let it stick to the lower crust. Bake in a slow oven until the apples are thoroughly cooked and the crust is nicely browned. This will require about 40 minutes. While the pie is hot take off the top crust and lay it aside, then with a wooden or silver knife stir the apples and remove any hard pieces that may be left. Add sugar, nutmeg and a small piece of butter and replace the top crust.

FROSTED APPLES.

PARE and core 10 large apples. Cover with 1 pint of water and 3 tablespoons of sugar; simmer until tender. Remove from the syrup and drain. Wash the parings and let simmer with a little water for half an hour. Beat the white of 1 egg to a stiff froth and add 1 tablespoon of sugar. Coat the top of the apples lightly with the meringue and place in a cool oven to dry. Strain the juice from the parings, add 2 tablespoons of sugar, return to the fire and let boil for 5 minutes. Add a few drops of lemon and a little nutmeg, cool and pour around the apples.

APPLE LOAF.

RESERVE enough bread dough to make a small loaf. Work thoroughly into it 1 tablespoon of butter, 1-3 cup of sugar, ¼ teaspoon of cinnamon and 2 well-beaten eggs. Add flour to make a soft dough, knead lightly and let rise. Divide into three equal parts and roll each part to fit the pan. Lay one piece in a buttered pan, spread over it an inch layer of sour apples chopped fine. Pour over the apples a tablespoon of melted butter; cover with the second piece of dough and continue as before; brush the top with milk and let rise until very light. Steam for one hour, then place in a hot oven to brown lightly. Serve in slices with sugar and cream.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Stewed Fruit, Oatmeal, Rolls, Coffee.	Sliced Bananas, Cereal, Muffins, Coffee.	Stewed Prunes, Cereal, Poached Eggs, Coffee.	Oranges, Cereal, Potatoes, Bacon, Toast, Coffee.	Baked Apples, Cornmeal Mush, Rice Muffins, Coffee.	Sliced Bananas, Cereal, Muffins, Coffee.	Stewed Figs, Cereal, Sausage Balls, Buckwheat Cakes, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Salmon Cutlets, Green Peas, Pickles, Lettuce Salad, Lemon Tapioca, Tea.	Baked Mexican Rarebit, Cress Salad, Apple Sauce, Tea.	Spinach and Cheese Loaf, Reheated Muffins, Canned Pears, Tea.	Split Pea Soup, Vegetable Salad, Loganberry Jelly, Tea.	Corn Chowder, Crisp Crackers, Cinnamon Toast, Tea.	Baked Beans, Brown Bread, Pickles, Apple Sauce, Tea.	Stuffed Veal, Spinach, Steamed Onions, Salad, Individual Steamed Puddings, Coffee.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Emergency Soup, Meat Loaf, Steamed Rice, Creamed Cabbage, Jelly Salad, Apple Dumplings, Coffee.	Tomato Soup, Broiled Fish, Parsley Potatoes, Diced Carrots, Cranberry Pudding, Coffee.	Fricassee of Mutton, Stewed Tomatoes, Lettuce Salad, Chocolate Blanc Mange, Coffee.	Pot Roast of Beef, Potatoes, Glazed Onions, Relish, Cocoanut Bread Pudding, Coffee.	Casserole of Smoked Fish, Boiled Potatoes, Lettuce Salad, Pineapple Compote, Coffee.	Curry of Lamb's Hearts with Rice, Stuffed Peppers, Peas, Cheese Salad, Gingerbread with Sauce, Coffee.	Cheese Toast, Jelly, Tea.

Beauty Questions Answered

I AM very anxious to reduce, but I find it almost impossible to control my appetite. What should I do?—LALLA.

Your craving for food is something that can be overcome very easily, if you are willing to make the effort. When you are hungry between meals the thing for you to do is to drink water. It can be either hot or cold, as you prefer, but it must be drunk slowly, and you should never take a glass of water unless there is the juice of a lemon in it. If you will keep the stomach filled with water you will be less hungry—so whenever you feel a "gnawing" drink more water.

CAN you recommend a flower-scented mouth bath that will make the breath sweet?—E. S. D.

Even were you to use a mouth bath of violets, tuberoses or jasmine, your breath would not smell sweet unless your teeth and your stomach are in good condition. If you have indigestion, correct it. If you have bad teeth go to see your dentist. But granted all these things are done, then I think you will find the following will make your breath as odorous as any rose garden and quite as sweet:

Tinct. of orris root	8 drams
Spirit of roses	8 fluid drams
Alcohol (95%)	8 fluid drams

UNDERNEATH the ball of my foot and of my great toe I suffer with the most intense itching when I take off my shoes at night. Can you tell me what is the trouble?—W. B.

It is probable that your heels are too high. This throws the weight of your entire body too far forward upon your toes. Change your heels immediately. Consult the little cobbler around the corner as to the best style of heel for your foot. For a while at night it would be well to rub the feet with warm spirits of rosemary, to which a little turpentine may be added to relieve the soreness and itching. Afterward rub the affected parts with camphor or camphorated vaseline.

AS I have to stand on my feet a great deal they are frequently swollen so badly that I can scarcely keep on my shoes. Can you suggest some way of alleviating my suffering?—A. S. G.

I have been told that hot sea-salt baths are exceedingly restful and an excellent remedy for feet inclined to swell from long standing. My own feet have been greatly benefited, after standing for long rehearsals, by bathing them in warm or even hot water in which has been dissolved a heaping tablespoonful of this mixture:

Alum	½ ounce
Rock salt	1 ounce
Borax	1 ounce

I HAVE a very good position in a factory, but my feet are so badly swollen from standing all day that I am afraid I won't be able to continue. Please advise me.—MRS. B.

Are you sure you are wearing the proper kind of heel? Neither a Cuban or a French heel will give the support your feet need. You must have a military heel or one of the regular common-sense variety. You should bathe your feet every night in a foot-tub of warm water. This powder sprinkled in the water will afford great relief:

Borax (powdered)	1 ounce
Sea salt	1 ounce
Alum	½ ounce

Use one tablespoonful to a gallon of water.

MY face would be pretty except that it is disfigured by a greasy, oily skin. What should I do for it?—PHYLLIS.

Your need can be met by this lotion, which is at once cleansing, cooling and drying. It should be used as a face bath twice or oftener a day, according to the condition of your skin:

Rosewater	5½ ounces
Alcohol	½ ounce
Boric acid	½ dram

WILL you tell me how to prepare the cucumber lotion that you recommended for softening and whitening the skin?—W. D. H.

Wash and wipe carefully six large cucumbers; leave the rind on and cut the cucumber into inch-square cubes. Fill one saucepan with water, and into another small one place twelve ounces of almond oil. Drop the pieces of cucumber into the oil and heat until they reach the boiling point. When that point is reached put the vessel at the back of the stove and let it simmer for three or four hours. Strain through cheesecloth, crushing out of the cucumbers as much juice as possible. Stir in while it cools four ounces of benzoin. Keep the liquid in a jar in a cool place.

I HAVE a habit of biting my lips to make them look red, but they have become roughened and broken and will keep their color for only a few moments. How can I make them a pretty red without using rouge?—A. C. D.

In my opinion even pale lips are more pleasing than the roughened, too red lips of the girl who resorts to tricks to emphasize their color. Neither should you wet the lips with your tongue, because this is not only an unlovely habit, but it has a very bad effect on the texture of the lips. Keep your health good, because this will keep your lips red, and apply this healing pomade to the lips as often as needed:

Cocoa butter	12 grams
White wax	2 grams
Essence of bergamot	½ gram

Something New In Millinery; Summer Hats For Summer

Leaders In The Trade Are Behind Movement To Stop Practice Of 'Rushing The Season' By Early Display Of Fall Models By Retail Dealers

New York, April 18.—Five millinery seasons instead of four are proposed by leaders in the industry. The idea of injecting a real summer season between spring and fall has been taken up by the trade with so much enthusiasm that its sponsors believe it will be successful beyond their first expectations.

For the retail store buyer this new season begins next Monday, and already buyers from all parts of the country—even from the Pacific Coast—are in New York awaiting the showing of hats designed especially for this new season. The hats will be sold to the women of the country during June, July and August.

Heretofore, according to B. J. Garfunkel, of the Vogue Hat Company, originator of the movement to establish a real summer hat season, there has been a hiatus in wholesale selling during the period immediately following Easter and in the retail selling during the early summer. The new season was originated especially to stimulate trade all along the line during these normally dull times.

"The millinery trade has been enjoying a remarkably busy spring season this year," said Mr. Garfunkel yesterday. "Business among the wholesalers during January and February this year was away ahead of last year's business, and late orders have been coming in steadily. Here we were doing the business of our lives, with the normal slump which follows Easter hanging over us. In plain words it would have been a shame to spoil this business. Accordingly, I gathered a few of the men in the trade together and put the proposition of inaugurating a summer season up to them. It was purely a whole trade affair. No single association or other trade body handled the movement. We made it as broad as we could, and I think the co-operation we have received from all divisions and all members of the trade has brought the millinery industry of the country closer together than ever before.

"Aside from the fact that the movement was particularly timely this year, it is founded on cold logic and will become a permanent institution. Overproduction in the millinery business long ago caused a 'rushing of the seasons.' Fall hats were brought out in midsummer, and, of course, these hats had to be made up shortly after Easter. Competition among retailers to show the first fall hats kept advancing the season each year. There was no logical reason for it. On the other hand there is a logical reason for showing spring hats early. People going to Palm Beach want something to wear in the mild climate there in January and February. These hats are purchased by the retailers in November and December. Then the regular spring season begins in March and runs through April or up until Easter. By Easter most women have purchased their spring hats, and normally they wear these until it is time to buy their fall hats, which are retailed during July, August, September and October. The fall hat buying season for the retailer runs all through July and August. Midwinter hats are sold to the retailers during October, and to the ultimate consumer in November and December.

"Now what we propose to do is to inject a summer season in between the spring and fall seasons. It wouldn't do merely to prolong the spring season, of course, so we wholesalers and manufacturers are offering distinctly summer hats to the trade for this new season. The hats are made of light summer materials, in the pastel shades for the most part, which are distinctly summery and cool looking. Horsehair, leghorn and Milan straw, alone or in combination with fine cottons, such as organdie and dotted Swiss, and light silks, such as chiffon, Georgette crepe and taffeta, are the foundations for these hats. Summer flowers form most of the trimmings.

"The retailers have hailed the idea with enthusiasm, for it means more business for them. With a few stores in almost every town in the country showing these new summer styles, the season is sure to be a success. Window displays and local advertising will aid the retailers to inaugurate the season in their home towns."

Simultaneously with the opening of the summer wholesale season in New York, similar openings will be held in St. Louis and Chicago through the co-operation of wholesalers in those centers.

A large display of all kinds of

HAND-MADE LACE, EMBROIDERY

SILK, PONGEES, ETC.

Best quality at moderate prices.

THE CATHAY LACE COMPANY

19, Nanking Road

BUY YOUR

SILKS

SATINS, PONGEES, CREPES,
GAUZES AND
HAND-MADE LACES
at the
Leading Silk Emporium
in the Orient

Come in and inspect our stock of
Embroidered Articles

LAOU KIU CHWANG

P128, Nanking Road | FOUNDED IN 1857 | P128, Nanking Road

LIFEBUOY

GOLDEN RULES FOR HEALTHY HOMES

LAVATORIES and sinks should be daily disinfected by pouring into them a solution of LIFEBUOY ROYAL DISINFECTANT SOAP in water.

INSIST ON LIFEBUOY ROYAL DISINFECTANT SOAP for your morning bath; it is invaluable for the prevention of disease.

FEVER patients, and those who have contracted any infection, should be isolated in a room previously washed out with LIFEBUOY ROYAL DISINFECTANT SOAP.

EVERY UTENSIL used in the sick room should be washed with LIFEBUOY ROYAL DISINFECTANT SOAP, and such utensils should be kept for the sick room only.

BACILLI, or microbes of disease, in the washable clothing should be destroyed by rubbing in LIFEBUOY ROYAL DISINFECTANT SOAP in warm water and steeping in the solution.

UNDER no circumstances allow the patients clothing to go to the wash until disinfected with LIFEBUOY ROYAL DISINFECTANT SOAP. This soap will harm nothing but the germs.

OCCASIONALLY wash the house right throughout—floors, windows and woodwork, with LIFEBUOY ROYAL DISINFECTANT SOAP, and the more used parts of the house oftener.

YARDS and outhouses must be kept scrupulously clean and disinfected by a free use of LIFEBUOY ROYAL DISINFECTANT SOAP and water.

SCRUB throughout every bedroom, cooking and other household utensils with LIFEBUOY ROYAL DISINFECTANT SOAP and hot water, afterwards rinsing the cooking utensils.

ON no account omit a regular cold or warm water bath, according to constitution, lathering and rubbing the whole body freely with LIFEBUOY ROYAL DISINFECTANT SOAP.

A TABLET of LIFEBUOY ROYAL DISINFECTANT SOAP should be in the bathroom and each bedroom, for washing both the face and hands; this soap gives a health-glow to the skin.

PREVENT Prickly Heat by the free use of LIFEBUOY ROYAL DISINFECTANT SOAP.

£1,000 GUARANTEE OF PURITY IS GIVEN WITH EVERY BAR OF LIFEBUOY.

MANUFACTURED BY

LEVER BROTHERS, LIMITED

Soapmakers to H. M. the King :: Port Sunlight, ENGLAND

THE NAME ON SOAP LEVER IS A GUARANTEE OF PURITY AND EXCELLENCE

AUTOMOBILES

SHANGHAI, SUNDAY, MAY 25, 1919

RICKENBACKER TO HEAD MAXWELL RACING TEAM

Famous American Ace And Driver Again To Pilot Maxwell Speed Car

Eddie Rickenbacker, America's Ace of Aces, whose exploits in the air form such a remarkable record, first became famous, as a race driver, while driving a Maxwell racing car and since his return to America announcements have been received by Leon Friedman, General Manager of the Shanghai Garage Company Ltd., who are the sole agents for the Maxwell car here, that Rickenbacker will again resume his racing career at the wheel of a Maxwell racer.

The Maxwell racing cars had been purchased before the United States entered the war by Carl Fisher, the owner and manager of the Indiannapolis Speedway. No use has been made of them during the period of the war but on May 30, (Decoration Day), the Indiannapolis Speedway will again raise its curtain with a 500 mile Auto Derby. This race promises to be a most keenly contested motor classic and the Maxwell race team will play a prominent part in the decision of it.

The Maxwell race team, ever since it come into existence in 1914, has figured among the winners in almost every contest it was entered in. Its first appearance was made in the Vanderbilt and Grand Prix races at the San Francisco World's Fair in February, 1915. The team consisted of three cars, one piloted by Barney Oldfield, America's veteran speed king and master driver; one driven by Eddie Rickenbacker, who led the entire field of American and foreign cars for over 60 miles when he dropped out of the race on account of the heavy rain, the car not being equipped with non-skid tires, while the third car was piloted by Ralph Mulford, a driver of known reputation. The showing made by the Maxwells amazed the speed fans but one of the most marvelous feats in the annals of motor racing was performed by the Maxwell team a few weeks later at the Corona and Santa Monica Road Race when Barney Oldfield, piloting a Maxwell, won the two races by running the entire distance of 300 miles without a stop, defeating the classiest aggregation of cars and drivers in America. The field consisted of such well known drivers as Bob Burman who piloted a Mercedes; Earl Cooper in a Stutz; Dario Resta in a Pugeot; Louis Disbrow in a Case; Ralph De Palma in a Mercedes and various other well known drivers. This feat of driving at a terrific speed for 300 miles without a stop and repeating it twice within a month made the Maxwell the prime favorite in almost every race in which the team was entered. During the racing season of 1915 and 1916 the Maxwell race team won over sixty precent of all the races in America and when the United States entered the war Carl Fisher closed the Speedway and stored away the cars for the duration of the conflict, but now that auto racing is starting in again stronger then ever, the Maxwell racers are expected to play a leading part in almost every national motor contest this season.

POWER AND ENDURANCE ARE CHANDLER FEATURES

"Performance and endurance are the two important things in an automobile engine," says a big Chandler dealer.

"We have been talking about these two qualities in our six cylinder engine for six years. During that period thousands of Chandlers have been sold. Had we let our enthusiasm get the better of us just because we build our own engines, and had we claimed too much for them, we probably would be explaining things now. But, Chandler owners are just as enthusiastic as we are. They know because they have tried them out.

"After the average owner has been out in his car, and has tackled some of the rough road stretches in some of his friends' cars a few times, he will discover that after all it is the 'punch' the car has that appeals to him most. Of course he likes style and comfort too, but the greatest satisfaction comes from not having to worry about bad roads, the getaway in traffic or the neighbor's effort to 'show you up' on the long straightaway. When all look alike to you then you are getting the greatest motoring satisfaction, provided, of course, the engine has the other necessary quality endurance—of which I have spoken.

Maxwell's Policy Of Concentration Is Bearing Fruit

Harry J. De Bear, manager of the New York branch of the Maxwell Motor Sales Corporation, speaking at a dealers' banquet, recently, remarked: "The timeworn adage, 'the last the best of all the game,' still holds true.

"We are now reaping the fruits of the far-sighted policy of the great Maxwell factory organisation," said Mr. De Bear, commenting on the policy of concentration and specialisation on the one Maxwell chassis model. "After five years of consistent improvement and refinement on a chassis and motor adopted as a basis to work upon, the Maxwell car now represents that state of motor car perfection which only the brains of the master engineering minds of the present day could produce."

Reasons For Success Of New Essex Car

While the wonderful success of the new Essex caused many motor dealers to gasp with astonishment, it did not surprise Harry S. Houpt, president of the Hudson Motor Car Company of New York.

In discussing the popularity of the Essex car Mr. Houpt says: "It was simply a case of the Hudson Motor Car Company anticipating what the public wanted.

"The Essex car was not built in a hurry to meet this demand of the public, but was the result of careful study and years of experience which produced the Hudson Super-Six, the most popular fine car in the world.

"The car was built to meet the demand for a light weight, moderate priced automobile of the highest quality and every feature embodied in this car was submitted to the most rigid before the car was brought out.

"Clever designing has enabled the engineers to produce a car in which performance, luxury and finish compare with the highest priced cars on the market. Although built for five passengers, the car provides more room in the front compartment and in the tonneau than do most seven passenger automobiles while the springs are long enough to provide comfortable riding on the roughest roads."

U.S. Cord Tires Make A Splendid Mileage Record

The advent of cord construction in automobile tires has made possible the manufacture of tires which give astounding mileages, yet there are many automobile owners who have found so great a degree of satisfaction in some favorite brand of fabric tire, that they are loath to change to the new type.

The United States Tire Company reports sales of its fabric brands that show these tires are continually gaining favor among motorists who want good tires at a moderate initial cost. President J. Newton Gunn of the United States Tire Company has received this letter from a New Haven merchant, telling why he remains firm in his allegiance to the "Chain" tread:

"I think 20,346 miles up to date is a remarkable record for three out of a set of five of your 35 by 4½ 'Chain' tread tires. They are still on my seven-passenger car in servicable condition, and the car is used every day.

"The full set of five tires was put on my new car the first week in March, 1915. The first of the set went out of commission April 2, 1918, after running 16,103 miles. The second blew out beyond repair the month following, but the remaining three have been running ever since. I have had few punctures or blowouts, owing to the elasticity and durability of tires."

CHEVROLET CARS SHINE IN URUGUAY ROAD RACE

Two Machines Make Fine Showing In Difficult South American Test Run

Some idea of the universal popularity and the world-wide practice of automobile racing may be had from the following report which has just come to the K. T. C. Garage dealers in Chevrolet cars in this locality:

"In December, 1918, Uruguay's largest automobile road-race was run from Montevideo to Minas City and return, a distance of 222 kilometers (about 137½ miles). Some idea of the difficult roads encountered on this run may be had from the fact that of the nineteen automobiles starting only nine finished the race.

"Motor-cars of all types were entered and the race was run in five different groups or 'categoria,' each categoria being started at a different time. Two standard '490' Chevrolets were entered and with the exception of the removal of hood, top and windshield no alterations were made. The cars were classed in the race as Car No. 19 and Car No. 20.

"Chevrolet No. 19 finished first in its group and second in the race making the 222 kilometer run in 3.12'.57"—an average for the entire distance of 42¾ miles per hour. Chevrolet No. 20 performed the remarkable feat of finishing third despite an accident on the road."

This is a very excellent testimonial for this sturdy little car's staying qualities and of its ability to successfully operate on poor roads.

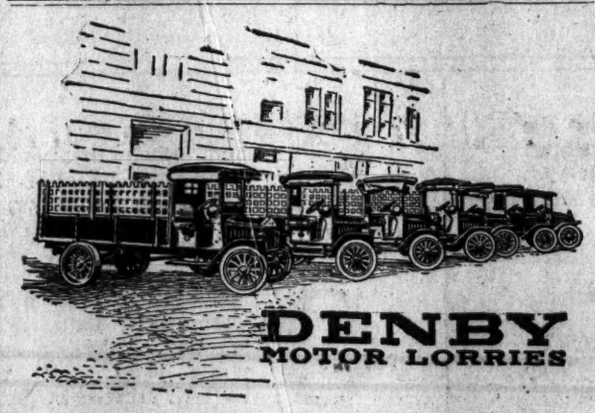
Business Car Serves As Publicity Medium

Aside from the commercial demands for motor transportation, many large companies and corporations in America are making use of it for another purpose—publicity. Outdoor display plays one of the most important parts to which automobiles can be closely related. For instance, the Standard Oil Company of New York's most recent project for promoting the sale of Nujol was the sending of a Dodge Brothers business car through New Jersey, Pennsylvania, Delaware, Maryland, Virginia and the District of Columbia. This car was painted in white, with the trademark conspicuously illustrated on each side.

Not only was the sale of the goods increased in the communities visited, but a remarkable feeling of good will was displayed in the public's attitude toward the Dodge Brothers business car. In Richmond the dealer sold a panel delivery to one of the leading local florists, based entirely on the Standard Oil car's performance.

In one case on the trip from Richmond to Fredericksburg the car traveled through clay roads, almost hub deep, for a distance of seventy-five miles, during which but seventeen gallons of gasoline were consumed. The return from Baltimore to New York—by the way, a journey of some 230 miles—was made in ten hours with a consumption of eighteen gallons of gasoline.

The Standard Oil Company of New York has decided to send the car to Chicago for the summer months.



DENBY MOTOR LORRIES

Motive Power to the Rescue of Crippled Man Power

BUSINESS men everywhere are speeding up replacing wagons with lorries. Man power is the all absorbing problem. When the wits of the world are struggling for industrial supremacy, can you afford carelessly to wave aside this certain means of increased profit? And be sure YOUR lorry is a Denby, because it will mean less time out for repairs, less money for petrol and spares.

14 inch road clearance, Stromberg Carburetor.

Eisenman High Tension Waterproof Magneto—Capacities: 1, 2, 2½, 3½, 5 Tons.

E. W. FRAZER, Peking

DENBY MOTOR TRUCK COMPANY

Export Department, Singer Building, New York, U. S. A.
Cable Address: "Dentrux"
Cable Codes: Western Union and A. B. C. 5th edition

Also Stocked by

The Shanghai Garage Company

Tel. West 197, Central 1159

Figure Fiend Gives Number Of 'Sparks' On Hawker's Flight

Before Harry Hawker took the air in Newfoundland in his successful attempt to fly the Atlantic, a feat which he performed May 19, a "fact fiend" who is also an aeronautical enthusiast figured out and submitted the following statistics regarding the number of magneto sparks necessary to speed the flier's big biplane across the ocean:

"The twelve-cylinder Rolls-Royce engine used on Harry G. Hawker's Sopwith biplane with which he hopes to fly across the Atlantic Ocean from Halifax to England is fitted with four magnetos for ignition entirely independent of any batteries. Only two magnetos will be used, one for each six cylinders. The extra two magnetos are for emergency purposes only. All twelve cylinders fire their compressed gas once every second revolution of the propeller, thus six cylinders fire every revolution.

"The normal revolutions of this engine are 1,800 each minute, or 108,000 an hour. For a journey of 2,000 miles at 100 miles an hour six cylinders firing for each turn of the propeller will mean 12,960,000 hot sparks from the two magnetos at the rate of 648,000 an hour. Should two twelve-cylinder engines be used the total number of sparks will then be 25,820,000.

"The confident dependence of Mr. Hawker on his magnetos is not to be wondered at when it is recalled that every airplane engine in the world, with the exception of one type, is magneto equipped, and the magneto has proved itself ideal for the difficult airplane services required in actual warfare. He cannot under any circumstances afford to take chances of failure when all else is at stake. He has to have absolutely dependable ignition, which will never miss fire or go bad."

U.S. TIRES MAKING GOOD ALL THE WORLD ROUND

From Iceland To The Tropics American Made Pneumatics Are Winning Friends

American tires are keeping step in popularity in foreign lands with American automobiles. Last year the United States Tire Company sent its product to forty countries scattered throughout the world. The removal of shipping restrictions is expected to result in adding twenty-five or thirty countries to the list during the current year.

A few days ago an Iceland automobile dealer paid a visit to the New York office of the United States Tire Company and ordered full tire equipment for fifty cars.

Turning to the southern hemisphere it is noted that a recent issue of La Nacion, the leading newspaper of Santiago, Chili, carried a half-page article telling of the performance of a Scripps-Booth car in a test run of 1,939 kilometers over the mountain roads of that country.

At the conclusion of the run the driver remarked: "I must mention that during the entire run from Concepcion to Coquimbo—a distance of about 1,200 miles—we had only one puncture. The tires were United States Royal Cords and we think it our duty to speak of their quality."

While this approval for the popular American tire is being given in the far south and distant north, unusual testimonials are given from the tropics, where long tire life is generally regarded as impossible because of high temperatures. One United States tire in Manila has already given 16,300 miles on a heavy garage car. Another went 10,200 miles without being taken off the wheel. A Royal Cord gave 14,100 miles under most severe conditions of road and weather. The largest transportation company in the Philippines states that 7,600 miles is the average mileage with United States fabric tires.

Firestone

Tyres and Tubes

THE Firestone Non-Skid tread gives a safe hold with extra miles of wear; the body is strong and sustaining; the excellent quality of the rubber gives easy riding, good traction and car protection.

A trial will prove this. Afterwards you will, naturally, stick to the tyre equipment which bears the Firestone name.

Firestone Tubes give long, elastic wear.

CENTRAL GARAGE
2A JINKEE ROAD
SHANGHAI

CHEVROLET

Four-Ninety

IT is sometimes as hard to describe a famous car as it is a famous man.

MODEL "FOUR-NINETY" Chevrolet is a famous car, for it does its work well. It is popular on that account. It does what it is supposed to do. It keeps going. It is not a bother. The mechanical fact is hardly ever brought to the owner's attention. It keeps piling up mileage without any appreciable wear, and it does this with little cost.

MODEL "FOUR-NINETY" is made in such quantities that the price is unusually low. Quantity production makes the price low. The car couldn't be sold at the price it is otherwise, for this model is not a cheaply constructed model in any sense.

Taels 1155

Demonstrations by the

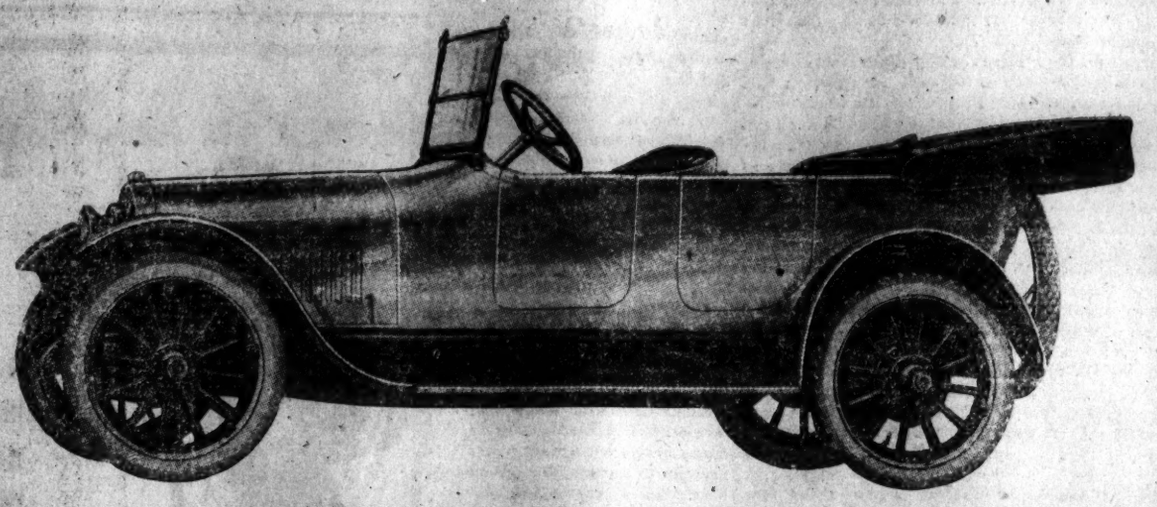
K. T. C. GARAGE

21 Foochow Road

Taels 1155

THE KLAUBER TRADING CORPORATION

HONIGSBERG Buick SERVICE



HONIGSBERG Buick SERVICE

BUICK CARS

as everyone knows, mean

VALVE-IN-HEAD

All Buick energies have been concentrated on that one principle of design—BUICK VALVE-IN-HEAD—for sixteen years in a determination to build, around that principle, as good an automobile as can be made. To-day, the superior merits of the Buick are so universally admitted that they are rarely a subject for discussion.

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WILL REPLACE LABOR BY USE OF MACHINERY

Loss Of Foreign Man Power In U. S. Necessitates Wider Use Of Mechanics

Modern machinery will fill the gap left by the exodus of foreign labor from the United States as the result of more peaceful conditions in Europe, according to E. A. Williams, jr., President of the Garford Motor Truck Company.

"The other day in New York, my attention was called to a line of aliens, extending over a distance of a block, waiting to receive passports," said Mr. Williams.

"This was not an unusual sight, I was told. Foreigners by the hundreds are returning to Europe by every boat.

"It is expected that very few will return to the United States because of terrific loss of men in the great war and the fact that their services will be necessary over there to aid in reconstruction.

"What does this mean to American industry and commerce, which for so many years has been dependent upon foreign labor? Do we realise that in addition to the loss of these workmen returning to Europe that immigration is practically over for years to come? European countries cannot permit their men to leave, and bars have been raised against emigration in the United States. What will we do for labor?

"The answer is apparent. In all lines of endeavor labor-saving machinery must be increased, developed and expanded.

"Motor trucks and more motor trucks, among other things, will be necessary. Where we have seen hundreds of men digging and loading wagons by hand in excavation work, motor or steam-driven excavators will pick up the dirt and dump it into motor trucks. Crushed stone, sand and other building materials will be loaded onto motor trucks by machinery and hauled to their destination.

"Horses will be displaced by trucks in hundreds of lines of endeavor because of the saving of man-power which is possible with the truck. Men thus released may engage in other work which cannot be handled by machinery.

"The advance of machinery does not mean throwing men out of employment. Rather it will provide them with more suitable employment in which there will be greater opportunities for them to grow and develop."

After War Transport Need Booms Motor Use In Italy

Lorry Service Aids Greatly In Replacing Trains Needed For Movement Of Prisoners

Since the armistice Italy's transportation problem has been acute. Instead of the armistice bringing relief, it only added to the difficulties, for 500,000 Austrian prisoners had to be provided for, while in addition all the Italian prisoners in Germany and Austria had to be brought home. The result was that while during the war there were for troop transportation only 33 sets of trains with a daily mileage of 17,000, after the armistice the trains increased to 53 and the distance covered to 27,000 miles a day. On the top of this came the Spanish influenza, which reduced available labor by more than 30 percent.

The consequence was an appaling state of congestion; goods perished on the sidings, and shipments which should have occupied days were held up for weeks. The only possible relief was to be found in the use of motor vehicles, and those persons who happened to possess lorries put them into service immediately, at very advantageous rates to themselves, for the carriage of goods from point to point. The big firms could not fail to be impressed with the necessity of finding relief for the general congestion, and following the example set by the Fiat Company, long-distance motor routes have been put into operation with very satisfactory results.

One of the longest and most important of these routes is from Turin to Cervignano, a town near the head of the Adriatic which until the outbreak of the war was inside Austrian territory. The route is right across Italy in its greatest width from west to east, and the distance of 360 miles is covered within four days.

There is very considerable congestion at the port of Genoa, which acts as feeder for the whole of industrial Northern Italy. Motor lorry lines were therefore established between this port and such towns as Turin and Milan.

A wonderful opportunity exists in Italy for the establishment of motor routes as feeders to the railroads. All the main railroad lines skirt the seaboard, with very little transverse communication between them. Motor services acting as connecting links will meet with an immediate success and will contribute towards the general development of the country. A strong effort is being made to put these lines on a permanent basis and to arrange for return loads, so as to avoid dead mileage.

As in other countries the fear exists among railroad interests that these motor services will enter into direct competition with the rail. It ought to be understood that these road services will always be in the nature of feeders to the railroad, and therefore will contribute to its prosperity. In no country is cooperation between the railroad lines and motor services more desirable than in Italy.

Fuel Conservation By Mixture Regulation

Suggestions for saving gasoline have lately been given wide publicity in connection with the American National Campaign on Fuel Conservation and these suggestions should be followed conscientiously by all motorists, in their own as well as in the public interest. Certain of these suggestions, on account of their great relative importance should, however, be given stronger emphasis than others. The warnings to discontinue the use of gasoline for cleaning, to avoid its leakage or spillage, not to leave it exposed to air and to abstain from the idle running of engines are all important, but the force of these injunctions is so obvious that there is little danger of their being disregarded by persons who have the slightest interest in fuel economy. Wastage of gasoline, which can be seen or otherwise readily realised, is pretty likely to be stopped by the thriftily inclined, but it is different with causes of fuel loss which are obscure and appreciable only by measurement and testing, such as running with an unnecessarily rich mixture and with a lack of heat properly to vaporise the fuel. It is perfectly safe to say that the use of overrich mixtures is the most important of all preventable causes of gasoline waste and that it deprives the nation of more fuel in a day than does leakage and spillage in a week. The fuel consumption of the average car can be nearly doubled by the use of an unreasonably rich mixture, without preventing its operation and even without making the error obvious to the average operator. This is a matter of carburetor adjustment and control and is within the power of every motorist to regulate. There are thousands of cars today, running at 12 miles per gallon which with better attention to their carburation, could be running at 18 miles per gallon and every 1,000 miles run by such a car means an obsolute loss to the world of nearly 28 gallons of valuable fuel. Until his attention is called to it, the average motorist does not realise what he is wasting and is content so long as his car starts easily and runs flexibly and powerfully. No car should be operated without a means of regulating the mixture from the operator's position, an adequately heated intake system and special means for temporarily increasing the fuel supply for starting the engine cold. Just as soon as the engine is fairly warm, after starting the operator should weaken the mixture as much as practicable and use a mixture of maximum power producing character only under exceptionally severe conditions, running slightly underrich on all easy going.

NEWESSEX CAR NOTABLE FOR ITS GREAT COMFORT

Designed For Efficiency, Endurance And Luxury At Moderate Cost

"The Essex, which was built to meet the demand for a light weight, moderate priced, high quality automobile of unusual performance, luxury and stability," said Harry Houpt yesterday, "made the one big hit with the public at the recent automobile show in Madison Square Garden.

"In the past automobiles have been developed along two widely different lines. One has been toward a cheap, light car. Economy and low first cost have been its chief advantages. The other trend has been toward luxury, comfort and endurance at the expense of high first cost and heavy maintenance expense. The Essex combines the advantages of these two types.

"The car was designed by some of the best engineers in America and is built at the Hudson plant in Detroit. It is moderately priced, economical in operation, has no useless weight, and above all it is comfortable. In performance, luxury and finish it is comparable to the highest priced cars on the market.

"While the endurance and power of the car are unusual, one of its most notable features is its comfort. Although built for five passengers, careful designing has made it possible to provide more room in the front and tonneau than is found in most seven-passenger cars. The seats are deep and comfortable. The doors open wide and the levers and pedals are within easy reach. The springs are long enough to assure comfortable riding, even on the roughest road.

"The top is easily handled, and with the side curtains and integral windshield affords complete protection in any kind of weather. The operation of the car is of the utmost simplicity, relieving the driver of the burden usually encountered on long tours. Much study has been devoted making maintenance easy and the expense of upkeep small.

"In building the Essex nothing has been sacrificed to mere appearance, the beauty of the car coming from the inherent qualities of fine workmanship and correct design. The motor although only twenty-nine inches in length develops more than fifty horsepower, and in construction the car is strong enough to withstand the hardest usage, although the elimination of all useless weight assures that upkeep expense will be cut to a minimum."

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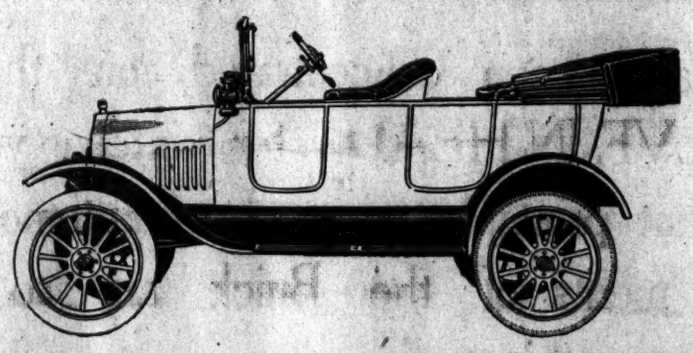

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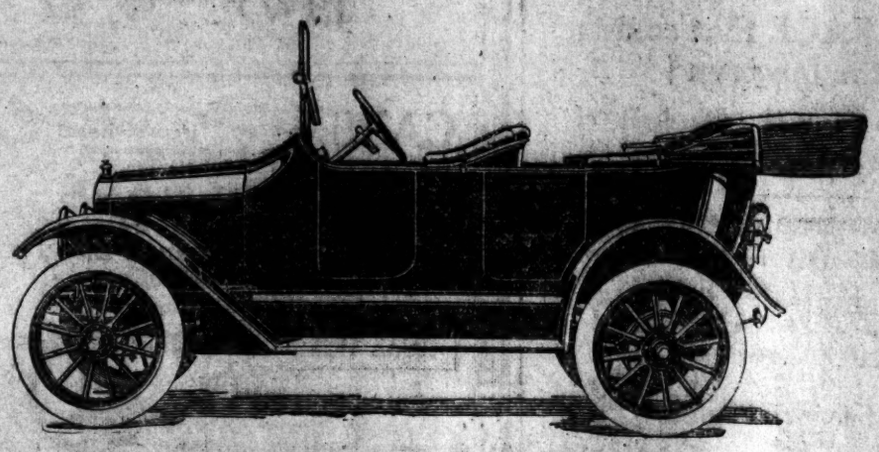
Maxwell

A CAR IN WHICH LUXURY AND ECONOMY MEET

MAXWELL TOURING CAR



There are now three hundred thousand Maxwells on the highways of the world. **One Car out of every sixteen of all Motor Cars used in the World is a Maxwell.**

It does not cost a fortune to buy a Maxwell, yet it is a sum to command a man's best judgment.

You can pay more and get less, you can pay from $200 to $500 more for a car and find no more luxuries than those that you get in a Maxwell.

The Maxwell has every modern improvement, every modern device of cars costing many hundred dollars more.

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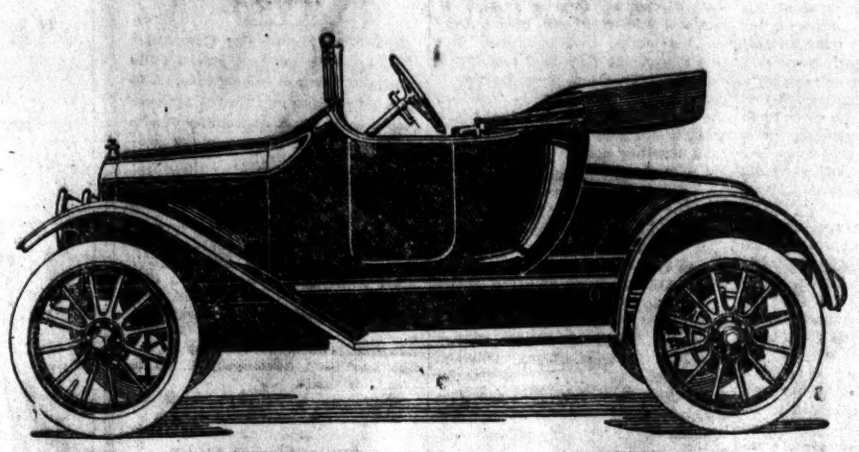
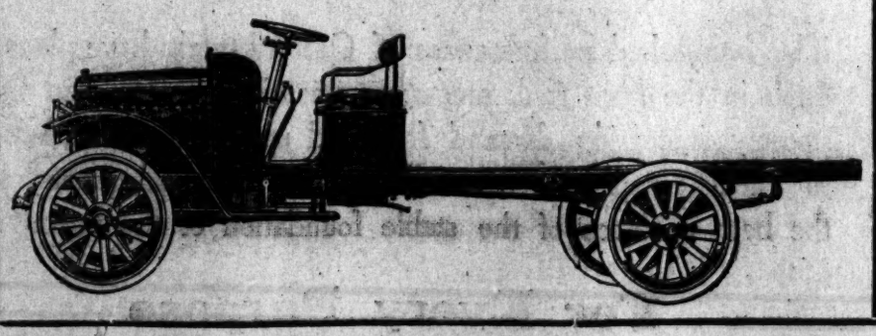


There is always a meeting ground between luxury and economy and the Maxwell happens to be that particular meeting point in a Motor Car.

In a Maxwell you get the luxury without the big cost, and the economy without being cramped for a place to put your feet.

You can start a Maxwell quicker than a bigger car, you can change a tyre in less time, you can run away from a bigger car in traffic. **It makes a dollar's worth of gasoline travel a mighty distance.** It is a rare visitor to the repair shop and its upkeep will not keep you poor.

MAXWELL TRUCKS



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Distance And Time Should Govern Lubrication Of Car

Going By Speedometer Readings Better Than Giving Weekly, Fortnightly Or Monthly Attention

By Merle Shepard

With fair weather, the mileage that cars are driven increase and it would be well to consider immediately shifting from time intervals to distance intervals in lubricating the car. This is important because the distance traveled during any given interval of time during the Spring and Summer is always far greater than in Winter, and furthermore, with the higher temperatures increased lubrication is necessary. Therefore, in order to be sure to take care of the car in the proper manner it would be better to change the lubricating scheme from once a week or once every two weeks or month to every 100 miles, 500 miles, 1,000 miles and 2,500 miles. These four intervals will take care of the lubrication of every part of the car and will assure you of long life of the parts.

Every 100 Miles

After every hundred miles the grease cups on the springs should always be turned up. These lubricate the shackle bolts and unless they are given periodic attention at about this interval the car soon wears at this point. The result of worn shackle bolts is very apparent. Whenever going over coble stones or crossing a trolley track or some slight obstruction of this nature the chassis gives forth a very unpleasant rumbling noise which is a result of the play which has developed between the shackle bolts and brushings, due to poor lubrication. Everybody likes the feeling of the tight bounce which the new car has in going over rough roads. This can be maintained for a considerable length of time if the lubrication of the spring bolts is watched and the cups are given one complete turn every hundred miles, or in case oil is used, if a couple of squirts from the oil can are given the cups every hundred miles. There are a few cars which are using impregnated bushings which do not require lubrication at these points, but these are the exception and not the rule.

Of equal importance and at about the same interval, that is one hundred miles, the steering knuckle grease cups can be turned and also the steering cross-arm grease cups and any other grease cups around the chassis which have to do with parts which are in constant operation. A great many cars have such grease cups on the braking members and these should be taken care of.

Every 500 Miles

Taking a typical car, every five hundred miles the parts which should be lubricated would include such things as the starter pedal shaft grease cup, if there is one, the steering drag link sockets, front and rear, which should be packed with grease, and with cylinder oil all the brake adjusting and pull rod clevices, the external and internal brake fittings and connections, the hand brake lever, including the latch and button, or device for releasing the latch; the spark and throttle rod connections and the air and gas control rod connections. These little rods and clevis or joke joints should receive this attention regularly if the car is to be kept free from rattles. These parts will pick up dirt, and particularly the clevices beneath the car should be periodically taken apart and cleaned if the owner is going to be really particular about keeping the car free from noise.

In wet weather when the wheels strike a mud puddle a considerable amount of liquid mud is splashed up into these clevises. The water dries away, leaving the dirt in the bearings. This, of course, acts as an abrasive material and very soon wears away the bearing so that it rattles. For this reason the periodical cleaning is valuable. To clean these clevises it is generally necessary to withdraw the cotter pins, separate the joints, wash it out with kerosene and put it back together again.

Other points which should be lubricated every 100 miles include the steering gear case, which should be packed, the universal joints and with cylinder oil the timer distributor should receive a few drops, as also should the generator oiler, the starter motor oiler, the rear axle either with cylinder oil, or in Summer perhaps it would be better with regular oil, and similarly the transmission, although the lubricant used for the transmission depends on the construction and whether or not the transmission case is in communication with the crankcase.

Every 2,500 Miles

Generally every 2,500 miles the front hub caps should be removed and packed with grease and screwed back on to the hub. These act as grease retainers.

We have said nothing about the engine, as this is generally understood that the engine crankcase should be refilled as often as the indicator devices denote the requirement.

He Craves To Show A Little Speed

I'd like to have a new car,
A green or red or blue car,
A tan or golden hue car—a la mode;
The body must be classy,
On a fairly sporty chassis,
I want to be real sassy—on the road.

I'm sick of eating dust now,
I feel I really must now
Get out ahead—or bust now, so to speak,
I want a turn at showing
How to keep the horn a-blowing,
I want to pass 'em, going like a streak.

So when you hear a drumming
Like an engine that is humming,
You'll know just who is coming
—it is I!
Don't start in accelerating,
Cogitating or debating,
Aggravating, imprecating—let me by!—*H. S. Osborne.*

New King '8' Cars Show Little Change

Externally And Internally There Are Minor Alterations This Year

The King Motor Car Company's eight cylinder product shows little change in outward appearance. The main differences in outward appearance are the lines and finish of the top and a slight change in the proportions of the seats.

Mechanically, a jacketed intake manifold greatly assists in the vaporization of the gas. A new type of Atwater-Kent ignition is being used. The brake on the propeller shaft has been removed and both brakes are now on the rear wheels. Morse chains are employed in the front of the motor. A new cam shaft and mushroom tappet design has been developed, which is extremely quiet.

Columbia axles are standard equipment for both front and rear. Book taper roller bearings are used in the axle equipment throughout. The front axle has a ball bearing in the top of the knuckle, which makes the car very easy to steer.

The speedometer is now driven by a pair of spiral gears, entirely enclosed in the rear of the transmission. An eleven tooth Bendix gear has been developed, which gives a greater reduction between the starting motor and the flywheel and permits the use of a lighter and more compact starting motor.

LONG DISTANCE TOURING BEING REVIVED IN U.S.

Indications point to an unprecedented amount of transcontinental motor traffic in America during the coming season. The touring bureaus of the American Automobile Association in Washington and New York both report that no day passes without inquiries being received relative to road conditions and general information about the various transcontinental routes. The bureaus for months have been in correspondence with highway officials, club secretaries and local road boosters throughout the entire Western section of the country, and in consequence there has been collected a vast amount of information about present road conditions, hotel and garage accommodations, and scenic and historic features. A. L. Westgard, the well known transcontinentalist, who is now the A. A. A. field representative, will give special attention to transcontinental travelers.

Showing all the principal routes and connections, the A. A. A. master map is now being given the final corrections and will be ready for distribution by the beginning of the touring season. In addition to including all available routes, this map will also carry a brief description of those most used by motorists, as well as a large quantity of valuable data regarding camping outfits and other items essential for trips of this kind.

Supplementary detailed state maps are also being prepared, notably one of Arizona and New Mexico, which shows in great detail all features of that intensely interesting region, such as the various Indian pueblos, prehistoric cliff-dwellings, petrified forests, canyons, missions, etc. This is the first road map of that region ever compiled direct from data taken on the ground.

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The men responsible for the All-American know exactly the conditions a truck must meet in order to have built into it every factor conducive to economical upkeep, long life and satisfactory performance.

The All-American Truck is made of select materials and, as only one model is produced, a great saving is effected in tool equipment and the standardisation of patterns and parts. The benefit of this decreased cost of production is given to the purchaser.

These are the foundations upon which every dealer can build a permanent business.

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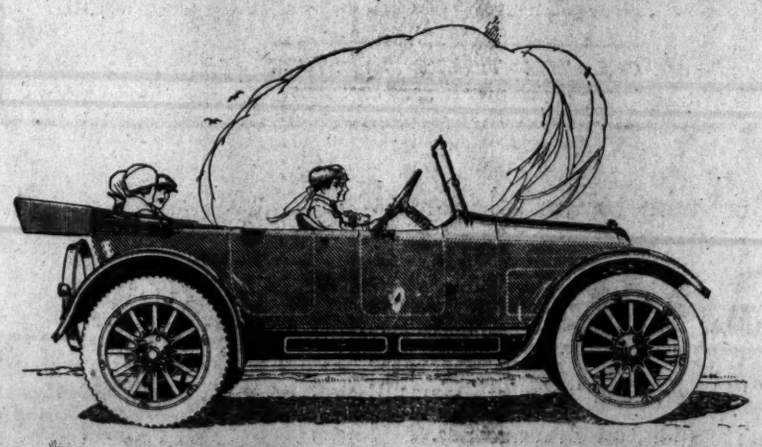

Thees cars will repay your inspection. They are fully equipped for the road, and each has five wire wheels. The price, too, is extremely moderate. A new shipment has just arrived, and if you want one, NOW is the time to buy, for they will soon be sold.

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The established performances of Garford trucks have placed them in the front rank among commercial vehicles, and the steadily increasing demand from old users who are adding to their equipment, as well as from new customers, is the best evidence of the stable foundation of the business.

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American Motor Vehicles In Foreign Markets

Industry In U. S. Faces Great Opportunity Brought About By The War

(From the Guaranty Trust Co. Bulletin)

The development of foreign markets for passenger automobiles, motor trucks and tractors made in the United States is a subject of immediate importance. Each of its many phases is worthy of intensive study by the exporter, whether he is interested in a single market or in many markets, whether his concern is with one or all of the automotive lines.

Such potential markets are scattered broadcast over the world. It is doubtful whether there will ever occur again an opportunity like the present to enter and consolidate these markets for all time.

Of all the factors governing the sale of motor vehicles no other is so important as the fundamental one of roads. We do not look for shipping where there is no water; we can expect few motors where there are no good roads. Locate the good-road centers of the world, and we have found the motor vehicle markets of the present; determine where road development will make most rapid strides and we have the potential markets of the future—up to the very limit of the purchasing power of the population served. Good roads without automobiles are unthinkable. One invariably brings the other.

Good Roads Countries

Less than ten percent of the 2,500,000 miles of roads in the United States are even moderately improved, yet our motor highway facilities are by far the most extensive in the world. Canada has a great and constantly widening system of good roads. England, France, Germany, Belgium, Holland, Switzerland, Denmark, and parts of Italy and Austria are also splendidly served in this respect, but here we have the beginning and the end of the tale of the markets which have absorbed ninety-eight percent of all the passenger and commercial vehicles yet produced. There is a motor vehicle registered in the United States for every twenty-four units of the population; in Canada the proportion is probably one to each fifty; in England one to two hundred; in Denmark one to three hundred odd; in France one to four hundred, and in Belgium, Holland, Switzerland, and Germany a proportion not much lower.

It is significant to note how the proportion falls in sections of Europe less favored with this same vital necessity—good roads. In 1917 it was estimated that Italy supported one car to each 1,000 of the population, Portugal to each 1,690, Spain to each 1,900, Austria-Hungary one to each 2,650, and Russia but one to each 5,900 odd. In Australasia there was said to be a car for each 140 of population, and in South America as a whole, one for each 1,430. Many a minor city in the United States supports more cars than the whole of China or Japan with their teeming millions.

Military Roads Help

Here and there about the world, outside of the few road-favored countries, important cities are well paved, and even linked up occasionally with other nearby centers by fair roads. Elsewhere, as in Japan, limited military roads have helped to open the country to motor traffic. Finally, natural conditions may even permit light cars to find a limited sphere of usefulness in advance of the roads, as on the great level pampas of Argentina. And yet taken all together the improved roads of these far-flung markets of the future probably do not exceed those of some of our single States. In view of this situation it may not appear remarkable that in several of these same States more motor vehicles are registered than exist today in the entire world outside of North America and a fraction of Europe.

But this preponderance, this inequality in the world's development may soon be changed. The present time is witnessing a growing world-wide demand for more roads and better roads. The efforts of innumerable individuals, clubs, and associations are reflected in increased appropriations by governing bodies almost everywhere. The exporter can materially hasten the development of potential markets by persistent and intelligent propaganda designed to encourage and supplement the effort of local and national agencies at work.

Many of the principal belligerent nations have been forced to neglect their normal road-improvement programs during recent years, and to confine themselves to work of military necessity alone. These are probably the countries in which the greatest road development will take place in the next few years. Bitter experience has shown them the immense national value of such public works. Statesmen are already trying to kill two birds with one stone by inaugurating ambitious road programs to make up for wartime neglect and at the same time provide work for demobilised war workers.

Road Building Programs

It is estimated that more than $540,000,000 will be spent in the United States during the next three years in road improvement. In England $50,000,000 has been made available by the Government for extraordinary road and bridge construction and betterment in the immediate future. This is in addition to normal local and national expenditures. Similar programs are under way in Canada, Germany, France, Italy, and Austria. Governments elsewhere are paying unprecedented attention to this matter, though necessarily on a smaller scale.

The success of the new motor roadway linking Buenos Aires and La Plata, in Argentina, will undoubtedly lead to similar projects in other parts of that republic. Motor travel in Brazil is not to be confined indefinitely to the paved ways of the greater cities: important improvements to connect Rio de Janeiro and Petropolis, Sao Paulo and Santos, Limoeiro and Piracicaba are under way. Road conditions are improving among the great Sao Paulo coffee plantations.

Chile hopes to link up Santiago and Valparaiso; Peru, Chorrillos, Barranco, Miraflores, Magdalena, Callao, and La Paula. Venezuela plans a great highway to run east from Caracas through the States of Miranda, Azoategui, and Bolivar to the mining region in the interior of Guayana.

Japan's Onward March

Japan intends to expand her military road system to permit greater touring radius and encourage intercity motor traffic. The requirements of military lorries have already led stretches of important roads and to the improvement of appreciable stretches if important roads and to the strengthening of many light country bridges. It is said that the Yokohama-Tokio highway is to cost more than $4,000,000 before it is completed. This indicates a mileage cost seldom equalled, except in railroad construction. The Japanese Government as also set aside 4,300,000 yen ($2,150,000) for the construction of the Kobe-Osaka motor highway. The appropriation was based on investigations made in 1917, but it is now believed that this sum will prove inadequate, owing to the increased land values of the past two years, and changed places. Under the proposed plans the reconstructed roads were to have been from 36 to 48 feet wide, but now a width of from 60 to 72 feet is suggested, and the cost is now put at $3,500,000. In order to defray its share of the necessary expense, the Hyoge Prefecture is considering the establishment of a motor company with service between Kobe and Osaka, the income derived to be applied to construction costs. The scheme is said to have been approved by the Home Minister.

An address on road conditions in the United States, made by Mr. Samuel Hill before the Tokio Chamber of Commerce, seems to have made a deep impression and apparently led to the formation, in January of this year, of the Road Reform Society, which numbers among its members many of the important men of Tokio. The society, whose first president will probably be Baron Shibusaya, has pledged itself to the immediate consideration of road problems, not only in Tokio, but also throughout Japan.

These straws will serve to show the way the wind blows. The influence of such works on the future of motor requirements of countries almost roadless in the American and European sense is obvious. It would seem the part of wisdom for the American exporter to make a point of keeping in as intimate touch as possible with such plans, projected or in actual process, and to give them practical encouragement by every means in his power.

So much, briefly, for the all-important question of roads as it relates to the development of demand for motor vehicles. As for the tractor, familiarity with the history of the automobile industry and its present prospects leads to a clearer conception of the present potentialities of the newer machine. It should not be forgotten that a growing market for motor cars, by broadening the distribution of necessary supplies and repair facilities and by increasing the numbers of native mechanics and operators available, simplifies greatly the selling problems of the tractor manufacturer.

European Competition

And now what of the foreign automobile industry itself? After four years of war are foreign manufacturers in a position to re-enter the normal export field aggressively and within a reasonable period? What changes have the war years wrought in the policies and equipment of our foreign competitors? Are they alive to the opportunities afforded by the quickened world-interest in good roads and the use of automotive machinery? There are points to which the American exporter may well give serious consideration.

The world's principal producers of motor vehicles have been the United States, Italy, France, Great Britain, Germany, Canada, and Belgium. Until war conversion restricted its output, a single American corporation was producing annually four times as many cars as all of the manufacturers of the world combined in 1914. The American output of 1,900,000 motor vehicles in 1917 simply dwarfed the total combined foreign production—in quantity, at least.

And yet so large were our domestic requirements that we occupied only a minor place as an exporting nation until the war upset normal supply and demand and placed us to the top of the list. The United States produced some expensive cars and numberless others—and absorbed them; Europe turned out high quality, expensive vehicles—and exported almost as many as she absorbed.

France for many years topped the list of automobile exporting nations, followed by Great Britain, the United States, Italy, Germany, and Belgium in changing array. These other nations did not, before the war, interest themselves in quantity production; but they had long and invaluable export experience. The high reputation of their expensive cars for finish and workmanship in foreign markets gives them an important entering wedge when they turn to cheaper models and quantity output.

Quantity Production in France

The automobile industry of all Europe, save Belgium, seems to have prospered exceedingly during the war. The output of luxurious passenger machines ceased abruptly in 1914, to be followed by a period of feverish expansion in plant, and revolution in product and method. Lorries, aeroplane engines, and tractors for military purposes took the place of passenger cars and were turned out at unprecedented speed under the spur of dire necessity. Neutral and overseas export markets were neglected but not forgotten. The possibilities of quantity production were driven home as never before, and, realising that the future of the war-burdened nations must rest on the development of export trade, European manufacturers began to plan for the time when the necessity and opportunity should arrive to challenge America at her own game. The sudden signing of the armistice, however, found the majority of European producers figuring on at least another year of war. They were fully engaged on production under forced draft, and were almost totally unprepared with post-war models.

But now they are beginning to find themselves, and perhaps nothing better exemplifies the new spirit of Europe in this connection than the expressions credited to M. Andre Citroen in a recent issue of the Saturday Evening Post. M. Citroen is one of the most forceful and successful of French manufacturers. When asked what he would do with his immense munitions factories after the war, he replied:

That's all settled. I shall begin to make popular priced automobiles with the same speed of output that I have made shells. . . . After the war the motor, whether in France, England, North or South America, must be a tremendous factor both in business life and in agriculture. It will be one of my aims to popularise the motor among the small business men of France and among the farmers. With peace, one Frenchman will have to do work of two or three, and the automobile will help him to do it. . . . If France cannot absorb all these motor vehicles we will make a market for them in South America and South Africa. Indeed, with half a chance I should be perfectly willing to enter into competition with America in low-priced cars in America.

In this connection it is of interest to note that M. Citroen, who prior to the war was an important producer of automobile gears, and who before the armistice was signed was turning out 50,000 shells a day, will probably be the first French manufacturer to place a post-war automobile on the market. The new car is a medium-priced four-cylinder machine, weighing approximately 1,400 pounds, and ranging in price from $1,450 to $1,690, according to body style. None of the older French automobile manufacturers have been able to turn to peace production with this speed, though several have been able to place post-war models on exhibition. The Citroen Company expects to have developed an output of 100 cars a day by the middle of April, 1919.

The spirit of M. Citroen is apparently the spirit of the largest manufacturers of Europe. They have assessed the possibilities and the problems of the present and of the future. They have prospered and increased their plants. They have learned something of quantity production and are anxious to learn more. Their domestic markets have been starved of normal supplies for four years, and they realise that only by revolutionising their whole scheme of factory practice and production can they hope to meet us on equal terms even at their very doors. Food problems and transport problems during these bitter years have shown them the future of the tractor and the lorry; they had high-

(Continued on Page 12)

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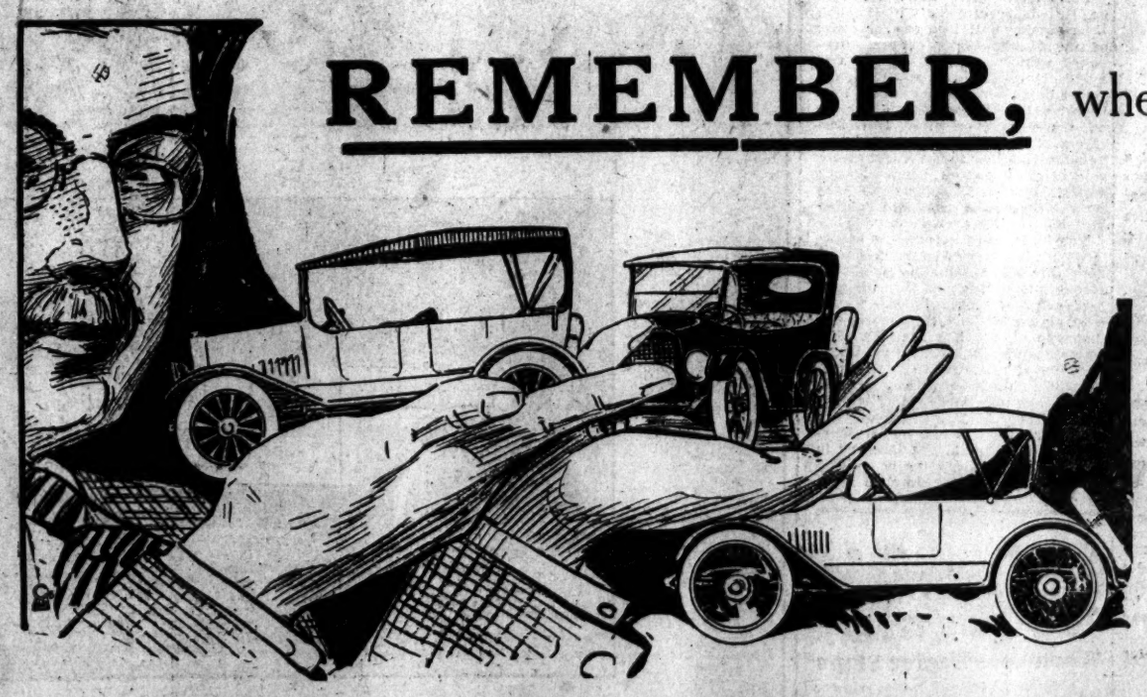

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American Motor Vehicles In Foreign Markets

(Continued from Page 11)

pressure experience in manufacturing both. They no longer look upon the cheap car as an unenviable and peculiarly American product; they realise that although there will always be a market for the luxurious limousine, the light car is the car of the future for all the world. And they are looking beyond the starvation wants of Europe to the great normal-growth markets of the world and preparing to fight us seriously for the lion's share of the new trade.

Vast Accumulations Of Trucks

It is probably in trucks and passenger cars that we are to face the keenest competition. From domestic sources and by import the belligerent governments of Europe have accumulated vast fleets of lorries, estimated as high as 200,000 or more. Even a gradual release of this huge accumulation will tend to take the edge off the immediate demand for new vehicles for peace usage. This of course will give added emphasis to the search for motor truck markets in Australasia, Africa, Asia and South America. But the domestic demand for new passenger vehicles will probably be more insistent, with a constantly expanding call for low-priced machines. The preference for the expensive car of European make is already strongly established in many foreign markets and the American manufacturer of similar products is certain to feel the effects of the return of the old favorites to his war markets.

The American exporter to France may expect high tariffs and taxes on his passenger cars and will probably find that every possible encouragement and protection will be given French manufacturers to meet the new conditions. There are no taxes on motor lorries and the French Government may pay a bounty on their operation, especially for vehicles of from two to four tons capacity. The possibility of American manufacturers erecting plants in France will bear consideration. It is said that French builders of tractors are to receive substantial subsidies and that schools for the training of operators are to be widely established.

Italy's Great Development

The developments in the Italian automobile indutry during the war have been particularly important. The salient points may be briefly summarised as follows:

Italy alone among our European Allies has proved herself self-sufficient in the production of motor equipment under the strain of war. While French exports were falling 31 percent and English exports 40 percent between 1913 and 1916, and their imports were rising enormously, Italian imports fell almost to the vanishing point and exports rose 400 percent between 1911 and 1917.

Year	Lorries (Lire)	Passenger Vehicles (Lire)	Total Values (Lire)
1911	2,230,072	29,127,875	31,363,947
1912	2,929,580	35,786,180	38,715,760
1913	2,305,470	31,875,467	34,180,937
1914	4,037,325	36,634,670	40,671,995
1915	35,830,400	27,550,575	63,380,975
1916	74,663,100	9,515,150	84,178,250
1917 (4 mos.)	45,171,140	1,515,915	46,687,055
1917 (11 mos.)	.....	.....	112,637,140

Thus Italy is probably in a better position to re-enter normal competitive trade than any other of our principal European competitors.

England's Problem

The English automobile industry faced a difficult situation almost from the declaration of war. Mounting restrictions on output, cargo space, fuel consumption, etc., soon practically ruined, temporarily, normal domestic trade in passenger vehicles, and cut export trade in half. Government orders for lorries, tractors, aeroplane engines, ambulances, etc., necessitated a complete realignment of the industry.

In spite of these war-time handicaps, in spite of the serious labor situation, and the uncertainties of its immediate future, available reports indicate that the industry has prospered and is rapidly readjusting itself to peace conditions. Ambitious plans for regaining and extending export trade and for meeting the accumulated domestic demand are under way. In spite of her importance as an exporter, the English pre-war domestic requirements were met in large part by imports from the Continent and the United States. Now, great efforts are to be made not only to compete aggressively abroad with the cheap, light car of foreign make, but also to control a larger share of the home market.

The 'Ford Tendency'

The London Daily Mail in a recent issue notes the very evident growth of a "Ford tendency" in England. The popularity of the cycle car and of light, inexpensive machines generally has spread rapidly through all classes of the population. This is due in the first instance, of course, to the shortages and restrictions of the war years. Used cars of all types are bringing high prices in England at present, since it is evident that the English manufacturer has not yet caught his peace-production stride. It is stated, however, that a single English motor factory hopes to supply within twelve months what amounts in numbers to the entire British output of motor cars in 1914. The price of this car is not expected to exceed $600 to $750.

In combating labor shortage and the effects of the submarine blockade the English Government introduced great numbers of farm tractors, and both their use and manufacture is being encouraged in many ways. The trade figures of recent abnormal years are interesting, but in many cases, particularly where the countries most affected by war are concerned, they form a dangerous basis upon which to figure future export campaigns. The following figures on our exports to England from 1910 to 1918, inclusive, show clearly the influence of extraordinary conditions, which are certain to be radically modified in the near future:

United States Exports Of Motor Vehicles To England

	No.	Value (All Cars)
1910	1,258	$2,391,934
1911	2,222	2,233,734
1912	5,660	4,403,361
1913		
1914		
1915		

Commercial	No.	Value
1913	184	$119,468
1914	203	189,099
1915	5,306	14,042,325
1916	8,268	18,723,403
1917	6,525	17,061,105
*1918	2,264	6,671,230

Passenger	No.	Value
1913	3,783	$893,785
1914	6,992	5,615,487
1915	8,321	6,849,145
1916	9,810	6,933,806
1917	1,268	1,444,346
*1918	423	1,082,347

Fiscal years, June 30 to June 30.
*Calendar year.

As early as 1917 evidence came to hand that the new spirit abroad among European industrial leaders had penetrated to Austria-Hungary. The automobile and aeroplane manufacturers of Hungary, whose prosperity had been maintained by heavy war orders, formed an organisation, as a subdivision of the National Union of Hungarian Manufacturers, to consider the advantages of possible quantity production after the war, and the various questions involved in the demobilisation of government cars. The great Austrian Skoda Works (Skodawerke A. G. of Pilsen), and the Waffenfabrik at Styr are said to be maturing plans for the output of great quantities of motor trucks under peace conditions. If that peace brings a certain degree of stability to these regions and relief from the very evident handicaps of the present, the influence of such programs, if persistently developed, may well be felt in the motor vehicle markets of the Near East and through great areas of the old Russian Empire. It is needless to say that German manufacturers will make determined efforts to dominate these same markets.

Elsewhere in the world the extraordinary conditions of the past four years have led to efforts to create local automobile industries. Such efforts are not apt to be an important factor in the automobile trade of the present, but they may have to be reckoned with more and more in the years to come.

The Japanese Subsidy Plan

Japan, in March, 1918, passed an important Motor Vehicle Subsidy Law designed to encourage domestic manufacture of vehicles suitable for military use, or, failing that, to make their importation attractive. Under this law, only such motor vehicles as are (1) built according to the specifications of the appropriate Minister of State, (2) used chiefly for the transport of goods, and (3) capable of carrying at least one ton (English), or of being reconstructed accordingly, shall be eligible for subsidies.

A Japanese manufacturer may be granted a subsidy of 1,000 yen ($500), for each such motor vehicle produced, and 500 yen ($250), additional if he uses such vehicle himself or permits another to use it. The purchase of a new vehicle from a manufacturer, upon which a "manufacturing subsidy" has already been paid, may receive a "purchasing subsidy" of 1,000 yen. Such a purchaser may also be granted a "maintenance subsidy" not exceeding 300 yen ($150) per annum. Maintenance subsidies shall be restricted to five years from the date of purchasing subsidy, and ten years from the date of manufacturing subsidy.

Subsidised motor vehicles are to be called "protected," until such time as they fall into one or other of several enumerated classes. Protected vehicles may be requisitioned by the Government at any time, the owner being duly compensated. Protected vehicles may not be exported, transferred, or hired to a foreigner. A person who owns and uses or allows another to use a new motor vehicle of foreign manufacture which fulfills the requirements may for the present be granted a subsidy of 1,000 yen for each such vehicle.

The building of automobile bodies in Japan has attained very considerable importance, due no doubt to recent difficulties and the unusual popularity of closed types. Under existing restrictions on imports the domestic output has found a considerable market, but here again the question of comparative quality and durability has been raised.

In China the existence of cheap, skilled labor and the demand for special bodies has led to considerable development of the industry in the principal treaty ports, where many of the large automobile dealers maintain such works in connection with their establishments.

Australian Automobile Bodies

It is in Australia, however, that war conditions have given the great impetus to body-building. In 1917, automobile bodies were classed as luxuries and their import stopped. A later modification permitting the import of a single body with each three chassis did not materially reduce the incentive to manufacturers in Adelaide, Melbourne, and Sydney to increase their facilities and output. In 1917 the production amounted to 2,500 bodies, and plans are maturing for an output of 10,000 in 1919. The local workmanship is said to be excellent and entirely successful in meeting different requirements of the Australian market.

Next to the United States and Canada, Australia probably supports a greater number of motor vehicles in proportion to her population than any other country in the world. It is likely, therefore, that serious effort will be made there to manufacture machines in quantity. One or two small vehicles have already been turned out complete, but reports as to their efficiency vary, and it is unlikely that the import trade will be seriously affected by this factor, for a number of years, at least.

No Discouraging Factor

When all has been said that can be said regarding the export situation as it affects the manufacturers of automotive products, there does not appear one factor to warrant discouragement on the part of the American exporter who is prepared to work steadily, patiently, and intelligently for the long pull. And it is with such exporters, whose vision shows them the developed markets of a decade or two decades hence, rather than the mere profit-and-loss of this year or next, and who are open-mindedly and great-heartedly creating permanent markets founded upon quality, fair play, good will, and service, that our future greatness rests. The present is a time of restrictions, annoyances and handicaps without end—but they need discourage none but the casual exporter, whose interest in foreign trade is measured solely by the state of his domestic market.

Conditions in European equipment and policies are undergoing radical change and it is the part of wisdom to be fully informed on the matter. An era of intensive competition is at hand, and we should recognise and prepare for it. Yet it is impossible to ignore the immense advantages with which nature and circumstances have endowed us.

European motor builders have doubled, tripled, multiplied their plant and equipment ten times in four years—yet their combined capacity is still the merest fraction of our own. They have made a beginning on quantity production, but it is only a beginning, and development such as ours does not come in a year or in two years. They have felt the world call for a cheap, light machine, but it will be a long time before we can be seriously challenged in this respect. Peace came so suddenly that in most cases post-war models were not even in process. Many of those on which information has come to hand show the effects of standardisation and an effort at lower price, but Europeans still think in terms of cars for the classes rather than for the masses.

The war years have brought us added prestige, unparalleled national prosperity, and valuable export experience. Most of the world needs our automotive apparatus and only here and there has it been barred. The indefinite English embargo against motor vehicles, the French one-year embargo, difficulties of shipping and international finance are only the temporary handicaps of reconstruction. The American motor vehicle manufacturer faces a great opportunity and a great responsibility.

Records Are Granted Officially To Packard

At a meeting of the contest board of the American Automobile Association, held on February 22, the following times, made by Ralph de Palma, driving a Packard special, at Daytona, Fla., on February 12, 16 and 17, were allowed and accepted as official records.

Straightaway Records, Regardless Of Class, Non-Stock

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1 mile	24.02
2 miles	49.54
3 miles	1.15.04
4 miles	1.39.77
5 miles	2.04.58
10 miles	4.09.31
15 miles	6.48.75
20 miles	8.54.20

The above times were all made from a flying start.

Standing Start

Distance	Time
1 mile	38.83

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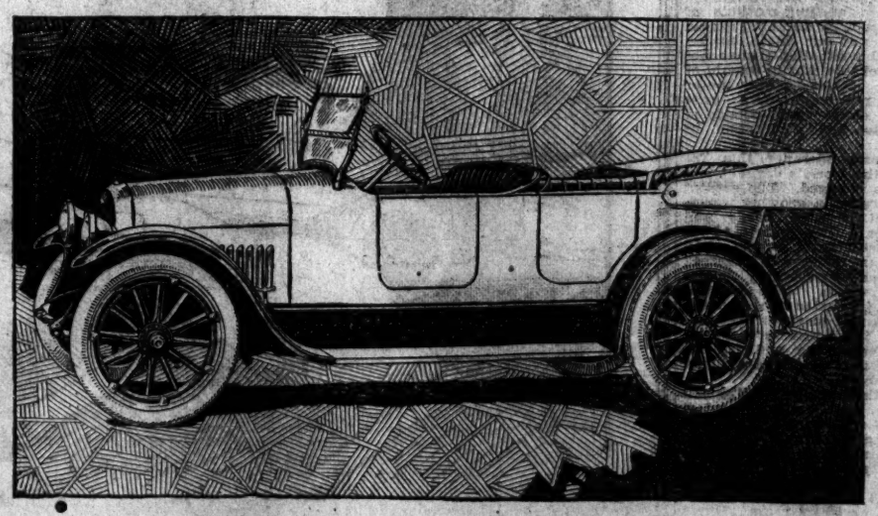
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Sporting and Comic Picture Section
Sunday, May 25th, 1919

Bringing Up Father

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MR. PERCY VERENCE HAS ONE IN HIS HOUSE-
1
NOW - YOU SEE JUST DOWN THOSE STAIRS IS A DOOR THAT OPENS ON THE SIDE WALK-
BY GOLLY- I WISH I HAD THAT IN MY HOUSE-
IT'S JUST LIKE THE ONE IN MR. VERENCE'S HOME-
2
MAGGIE-CAN I GO OUT TO GROGAN'S BEEFSTEAK PARTY TONIGHT?
YOU'LL STAY HOME AND I'LL KEEP MY EYE ON YOU-
3
WELL-THEN- LET'S TAKE A WALK AN' CALL ON MR. AND MRS. PERCY VERENCE-
THAT'S THE FIRST INTELLIGENT IDEA YOU HAVE EVER HAD-
4
I WANT TO LOOK MY BEST NO MATTER HOW UNCOMFORTABLE IT MAKES ME-
FIX YOUR TIE STRAIGHT - AND DON'T RUMPLE YOUR SHIRT-
5
I MUST GET SOME FLOWERS FOR HER -
MY! YOU'RE IMPROVING!
6
HOW DO YOU DO WE THOUGHT WE'D DROP IN AND SAY "HELLO."
THIS IS AN UNEXPECTED PLEASURE-
7
I HEAR YOU HAVE A LOT OF FINE PAINTINGS - I'D LOVE TO SEE THEM-
MY HUSBAND HAS CHANGED SO LATELY I HARDLY KNOW HIM-
COME WITH ME MR. JIGGS!
8
OVER HERE IS A FINE PAINTING BY PEDRO-
SAY - WHERE IS THE SECRET ONE-
9
SHOW ME HOW IT WORKS-
ALL YOU HAVE TO DO IS TO PRESS THIS BUTTON-
10
?
11
NO-MRS. JIGGS- I HAVEN'T SEEN YOUR HUSBAND TONIGHT-
HAIL - HAIL - THE GANGS ALL HERE!
GEO MCMANUS
12

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, MAY 25, 1919

SHANGHAI NINE AWAY TODAY

Local Ball Club Will Start Season With Game Against Wilmington Nine

NEW FACES SEEN IN LINEUP

Team Will Number Several Recruits With Stars Of Other Years As Nucleus

The baseball season officially opens this afternoon at three o'clock when Shanghai meets the U.S.S. Wilmington in a nine-inning game which will allow local baseball followers to get a line on the material available for the local civilian club. The team to start the game against the sailors will be made up largely of men who have been seen in former years although there is a sprinkling of new talent.

Gill, a newcomer, will make his bow locally as a hurler. He is a southpaw and has shown plenty of stuff in practice. Gill was recently released from the United States Aviation Corps and has joined the local agency of the Pacific Mail Steamship Company.

Captain Bradley will start the game as the catcher with Sokall at first, French at the keystone sack, Hoffman at short and Brad Crow at third. French is the new man for the inner line of defense.

In the outfield will be Bristow and Riddick, who also qualify as catchers or first sackers, and probably Frank Pomeroy. Cy Wilhoit will be in the lineup somewhere at some time during the mixup while Neprud, Smith and others are due for opportunities to show.

Wilmington Won Yesterday

The Wilmington team qualified as worthy opponents of the civilian crew yesterday afternoon by handing the American School nine the short end of an 18-2 score.

The gunboat has a snappy aggregation which works well behind Golvin, one of the Wilmington mainstays in the box.

There will be plenty of seats for spectators this afternoon as the stands are in place. The roof will be added this week.

The dressing room will be open for the first time this afternoon.

No Sox Series This Year

The Red Sox and Blue Sox will be displaced this season by teams composed of oldtimers and newcomers. Men in charge of the Shanghai Amateur Baseball Club destinies figure that a series between the old men and the young will be the means of moulding a team of sufficient strength to meet the pick of the sailors on July 4.

The Brooklyn will probably be here for the American national holiday. The nine is now playing in Manila and although the Eysinger crew fared none too well in the open series held in connection with the Olympic games, the team will be in shape when the flagship is ready to return to Shanghai after six weeks of target practice.

Intercollegiate Season Opens At Nanyang College

The local intercollegiate season started yesterday afternoon when St. John's defeated Nanyang College at Nanyang by a 12-1 score. Yuan allowed but one safety in the nine frames and left little for his teammates to do.

St. John's garnered 12 hits, Tsai allowing four and Ning releasing the remaining eight.

Aside from Yuan's pitching the features of the game were the base running of Tyau and Z. Y. Ling and the steady work of both catchers.

The teams will meet again Wednesday afternoon. The box score:

St. John's

	A.B.	R.	H.	P.O.	A.	E.
Z. Y. Ling, ss	4	4	2	1	3	1
C. H. Tyau, 3b	6	3	4	4	1	0
K. T. Yang, c	6	1	0	13	2	0
Z. L. Sung, 1b	5	2	2	7	0	0
C. T. Mang, 2b	5	1	1	2	0	0
C. Z. Yuan, p	5	0	2	0	1	1
Z. P. Daung, rf	3	1	0	0	0	0
Z. K. Nyien, rf	2	0	0	0	0	1
V. I. Dung, lf	1	0	0	0	0	0
Z. Z. Ling, lf	2	0	1	0	0	0
K. T. Tsang, cf	3	0	0	0	0	0
Z. Y. Zung, cf	2	0	0	0	0	0
Totals	44	12	12	27	7	3

Nanyang

	A.B.	R.	H.	P.O.	A.	E.
W. T. Kwan, 2b	4	1	0	2	3	1
S. V. Ning, ss, p	4	0	0	1	4	0
K. C. Hsu, 3b	3	0	1	0	0	0
W. C. Wang, c	2	0	0	13	1	4
L. Li, 1b	3	0	0	9	0	0
H. Tsai, p, ss	3	0	0	0	2	4
R. Ku, rf	3	0	0	0	1	0
P. N. Chen, lf	2	0	0	1	0	0
M. C. Chung, cf	3	0	0	0	0	0
Totals	27	1	1	26	11	9

Mang out for bunting 3rd strike.

Score by Innings:

St. Johns	2	0	2	2	2	1	1	0	2	=12
Nanyang	0	0	0	1	0	0	0	0	0	=1

Struck out—by Yuan, 13; by Tsai, 2; by Ning, 11. First base on balls—off Yuan, 1; off Tsai, 6. Double play, Z. Y. Ling to Tyau. Three-base hit—Z. L. Sung.

Smiles from the Mixed Court

Woo and Waung are with us again after having been absent from our midst for quite a while. They came unannounced, being modest parties, coyly diffident as to the public's acclaim and probably if they hadn't chanced to run across an old acquaintance in the Nanking Road the other evening they would have remained in reticent obscurity and we should never have known of their return.

The acquaintance aforesaid was overjoyed to see Woo and Waung. He hadn't heard a word from either of them since a day long past on which they left Shanghai and he bade them what he had believed to be a lasting farewell. He recalled this circumstance feelingly to the arrivals and told them again how tickled he felt about this reunion. Somehow Woo and Waung didn't seem to reflect this gladsome spirit. A casual spectator would have imagined that they were actually embarrassed over the meeting. Obviously this reception committee business had taken them completely off their feet. They didn't look happy in the least. Even when their acquaintance grew more confidential and told them how well things were going with him and that he still held his job on the Municipal detective force they failed to brighten. They seemed positively glum.

Their friend the detective tried to cheer them up by talking of old times. He asked them if they didn't remember the time they had walked together from the Mixed Court jail to the outskirts of the Settlement and how he had told them that, even though by Mixed Court decree the streets of Shanghai were closed to them forever, he would always bear them in mind. The thought failed to animate Woo, having an apparently similar effect on Waung, and the detective, noting that the hour grew late, asked them to walk with him to the station, where he provided them with lodging for the night.

Next morning Woo and Waung attended court. It was the fifth time that each had visited that chamber but the circumstance evidently kindled no happy blaze of memory in the breast of either. The court nodded recognition to the prodigals and inquired what circumstance was creditor for this latest visit.

Woo said his return to the Settlement was necessary. He had an acquaintance named Ah Mau who had cheated him in a transaction and had then adopted the cowardly scheme of moving into Shanghai.

The court turned to Waung. Waung said he thought the freedom of the city had been restored to him. Only the day before he had talked with a small boy who had just got out of jail and this repatriated youth had informed him that all sentences of expulsion had been cancelled in honor of some joyous event of which he was ignorant. Besides he had a long gown which, in his haste, he had omitted to take with him on his last departure from the city.

The court pondered briefly and decided that two ex-citizens who returned with such faithful persistence to their native heath merited consideration. So it was arranged that Woo and Waung remain as guests of the Municipality for six months. At the end of which time it will be farewell once more.

Goaded Into It

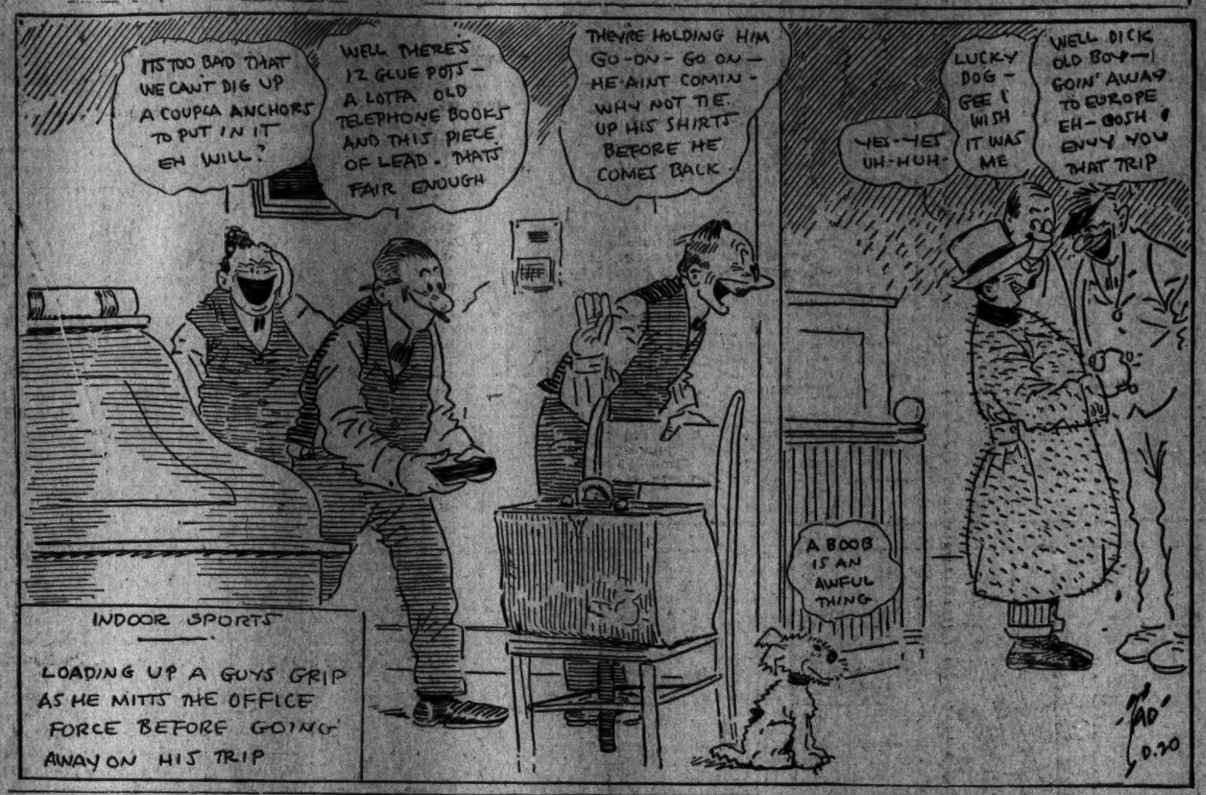
Seeing Zung Ah-koen scuttling down Yunnan Road early in the morning a day or two ago, fully costumed and carrying another complete outfit of garments under his arm, a C.P.C. hailed him and asked him whence this sudden wealth of raiment. Zung thereupon became exceedingly nervous, dropped the clothes and tried to appear as though he had not heard the policeman but was merely trying to keep an engagement a half-mile down the street and for which he was already five minutes late. The C.P.C. decided he had business in the same locality however and eventually the two came together. Then Zung went back to No. 117 Yunnan Road with the C.P.C. and showed him the bedroom from which he had stolen the garments.

In the Mixed Court Zung was asked why he had lapsed again from virtue, this being his sixth lapse.

"The door was open," said Zung.

Doors about the Settlement may be left open with less hazard for nine months, beginning yesterday.

INDOOR SPORTS By Tad


ITS TOO BAD THAT WE CAN'T DIG UP A COUPLA ANCHORS TO PUT IN IT EH WILL?
WELL THERE'S 12 GLUE POTS— A LOTTA OLD TELEPHONE BOOKS AND THIS PIECE OF LEAD. THAT'S FAIR ENOUGH
THEY'RE HOLDING HIM GO-ON- GO ON— HE AINT COMIN- WHY NOT TIE UP HIS SHIRTS BEFORE HE COMES BACK
YES-YES UH-HUH-
LUCKY DOG— GEE I WISH IT WAS ME
WELL DICK OLD BOY—I GOIN' AWAY TO EUROPE EH—GOSH I ENVY YOU THAT TRIP
A BOOB IS AN AWFUL THING
INDOOR SPORTS
LOADING UP A GUYS GRIP AS HE MITTS THE OFFICE FORCE BEFORE GOING AWAY ON HIS TRIP
TAD
D.20

At The Theaters

The film version of "Sporting Life," a melodrama which enjoyed tremendous seasons in New York and London, will be screened at the Olympic Theater beginning on Friday evening, June 6, it is announced by the management. The picture was secured at considerable expense. The Municipal Band has been engaged to furnish special music at each screening of the film.

Sensational effects are employed in the photoplay. The picture shows Derby Day in England and the famous National Sporting Club.

Thomas Dixon's "The Fall of a Nation" will be screened at the Olympic Theater this afternoon, tonight and tomorrow night. The picture has drawn big houses.

With Theda Bara appearing at the Apollo beginning tomorrow night and Fanny Ward billed for the last half of the week, the management announces two leading film players. Theda Bara will be seen in "The Devil's Daughter," with Toto in "Dippy Daughters" and Pathe's American Gazette rounding out the program, Fanny Ward is to appear in "The Narrow Path."

At the matinee today, the 13th and 14th episodes of "Hands Up" are to head the bill. Frank Keenan will be seen tonight in "The Midnight Stage."

This afternoon, tonight and tomorrow night, the management of the Victoria Theater announces "Sloth" and other films, with "The Undying Flame," with Madam Petrova starring, starting Tuesday night.

The Isis Theater announce the last two exhibitions of Gerard's "My Four Years In Germany" for today's matinee and this evening. A change of program Monday brings the fifth and sixth episodes of "The Crimson Stain Mystery" and the 14th and 15th episodes of "The Million Dollar Mystery."

ASTOR HOUSE PAVILION OPEN

The Astor House Pavilion was packed to its capacity last night, the opening night. An augmented orchestra played for the dancing and there were splendid lighting and decorative effects, colored lights, potted palms and greenery being used in the decoration scheme.

Billy and Doris Harley, splendid dancers, opened a short engagement with a delightful performance. The artists have recently arrived from Manila where they scored heavily.

Band Concert Tomorrow

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, beginning at 5:30 p.m.:

March—Preparedness ..... Deiro
Overture—Pique Dame ..... Suppe
Waltz—Hawaiian Moonlight .... Klickmann
Selection—The Yeomen of the Guard ..... Sullivan
(a) One Step—So Long Mother .... van Alstyne
(b) Fox Trot—I'm Always Chasing Rainbows ..... Carroll
Selection—Eileen ..... Herbert

A. DE KAYSER,
Conductor-in-Charge.

Star Performer At Olympic Is Peking Normal Athlete

Chu En-te's Victories In Pentathlon And Decathlon Gave China Second Place In Track

China contributed the outstanding performer at the Far Eastern championship games at Manila, Chu En-te of the Peking Normal School, winner of the pentathlon and decathlon, stamped himself the greatest all-around athlete ever developed in the Far East and his two first places made it possible for China to finish second in the track and field meet. The lad broke existing records in both competitions, setting a mark in the pentathlon that eclipsed the record established two years ago at Tokio by 65 points.

To win the pentathlon, it was necessary for the Peking man to run a mile in five minutes and five seconds at the hottest time of the day after having competed in nine events, four in the pentathlon and five in the decathlon. Chu traveled the four laps in five minutes and four seconds, the time giving him 93 points and a record victory.

Of the six places in the pentathlon and decathlon China took three places, two firsts going to Chu, Tung Jung-tang of Nanyang College taking second in the pentathlon and Shih Shao-han of Tsinghwa College finishing third in the decathlon.

The first contingent of the North China delegation, 34 athletes, returned to Shanghai yesterday on the Pacific Mail liner Colombia. Peking and Tientsin athletes will leave for the North tonight. Accompanying the athletes were Dr. J. C. McCracken, medical advisor to the Chinese team; Mr. Dan H. Kulp of Shanghai College, one of the coaches, and Mr. J. E. Doyle of The China Press.

Filipinos Strong In Track

Performances by Chinese athletes and teams at the Manila games augur well for 1921 when the Far Eastern championships are to be staged at Shanghai. Eclipsed in track and field events by the brilliant Filipino performers China nevertheless showed flashes and Chu En-te's performances in the all-around competitions nosed out Japan for second place.

The showing of the volleyball and basketball teams was disappointing, the expected soccer championship came after a hard fight with the Philippine's team and the swimmers from this country surprised the Japanese by taking second place in a meet which saw many records go by the boards.

Through a misunderstanding, China did not compete in the tennis, a mixup in schedules causing the players to default.

In track and field, the well-balanced Filipino team had little difficulty. But four Far Eastern records stood the onslaught of the athletes from the three countries and one of these, the 100 yard dash mark of ten seconds, was equalled by Catalon, a Filipino. Rabaya of the Philippines shot over the high hurdles in 16 1-5 seconds and Bello, a Filipino, established a mark of 26 1-5 seconds for the lows.

Quarter In Fast Time

The quarter went to Malinao of the Philippines in 51 3-5 seconds while Alo cleared 10 feet, 8 3-4 inches in the pole vault, Alo tried for a record of 11 feet, six inches and barely missed clearing the bar. Alvarez of the Philippines established a new record in the shot put and Gumabay hung up a mark of 152 feet, 4 1-2 inches in the javelin.

In a trial heat of the 220 yard dash, Madono of Japan established a new record of 22 4/5 seconds and was beaten in the final by Catalon. Other Japanese to make new marks were Sayeki with two minutes and five seconds for the half mile and Ikuta, who won the five-mile marathon in 29 minutes, 25 1/5 seconds.

High jump and relay records also went by the boards. The Filipino team made the remarkable time of one minute, 33 1/5 seconds in the half mile and the mile relay team entered by the Philippines won in three minutes and 36 seconds.

China Takes Soccer

The soccer title comes to China for the third time in succession. The team from Hongkong played excellent football and after winning the first game and losing the second, took the deciding match from the Filipino representation before 2,500 people at Nozaleda Park.

Big crowds saw the athletes from China, Japan and the Philippines and had the committee in charge been able to stage all competitions at one field, attendances would have been greater. Over 7,000 people were at Wallace Field for the track meet; basketball and volleyball drew crowds to the Sunken Gardens while the accommodations for those desiring to watch the swimming events were inadequate.

Chinese Athletes Entertained

In Manila the Chinese athletes were quartered in the Y.M.C.A. buildings. Arrangements for the entertainment of the athletes and coaches accompanying the delegation were made by the Chinese Chamber of Commerce in Manila, the body paying the Manila expenses of the China representation. The athletes and coaches were guests at teas and receptions given by Tiro al Blanco, the University of the Philippines student body, Philippine Coloumbian Association, the Chinese community, Club Filipino and the Normal Hall.

The China delegation arrived in Manila Thursday, May 9, was met at the pier by the Chinese Consul-General and representatives of the Chinese community and taken to the Y.M.C.A. in automobiles. The following afternoon three large motor buses were placed at the disposal of the party for a sight-seeing tour of Manila and suburbs.

The athletes arriving yesterday on the Colombia left Manila the day before the meet ended because of transportation difficulties. The men

(Continued on Page 3)

Rowing Club Notes

The last week has seen several changes in the crews. It is regrettable that there is a lack among many of the members of that keenness which used to animate the whole Club. This is doubtless principally due to the war, many of the keenest men having gone home and no fresh blood from home having arrived. It is hoped, however, that the old spirit will soon revive again.

It is doubtful whether the Scotch-American Four will now enter as there has been considerable difficulty during the past week in getting the boat out. It would be a keen disappointment, however, to all Scotch and American interested in rowing if these two nations were not represented in the International Fours, as they have been in the past.

The English Four have been giving a good deal of time to work in the Eight, and have not been out very much together alone in consequence, but they are rowing well together and showing good form.

The Danish Four have been putting in another good hard week's work; unfortunately No. 2 is now slightly indisposed, but it is hoped that he will be back in the boat again in a day or two.

The World Eight have not been out very much together, but they have a natural advantage over the English Eight, as one would expect, as their crew consist almost entirely of experienced oars. The English boat, however, are very keen and although they have lost two men during the last week, this is simply an incentive for further effort, and there is no reason why they should not stand as good a chance as the World. A short individual criticism of the English Eight is given below.

Bow.—W. Moore. A strong oar with a good reach and swing, but is inclined at times to bucket forward dropping the hands too low when reaching out. This is one of the most important positions in the boat, and good watermanship and plenty of snap are required.

2.—A. W. Stubbs. A good worker, but wants to swing back further and hold his slide more at the beginning of the stroke. Should also take his feather off slowly to avoid cocking it.

3.—J. H. Johns. A keen oar, but wants to be much quicker with the body recovery at the end of the stroke. Must also reach out more, keep it long and hold the slide much more at the beginning.

4.—J. J. Brooks. Considering that he has only just been given a place is doing remarkably well. Must be very smart with catch and finish and not overreach coming forward.

5.—P. C. Mansfield. Works hard, but must sit up more and be smarter with the catch and keep button pressed up at finish. Should reach out a little more.

6.—W. C. Woodfield. A hard worker, but is inclined to use arms too much at finish and wants to reach out well in front and get a quicker body recovery at finish.

7.—J. J. Evans. A powerful oar, but must remember to swing very straight and reach well out.

Stroke.—H. P. B. Jones. Must be careful to keep it long and not give way to the rest of the boat, although he should try and feel them behind him. Inclined to row deep.

The whole boat want to be much smarter in getting the initial catch, as if they do not get this together the boat at once starts to roll and half the work is then lost. The stroke must be a clean pull from the catch right to the finish, the body swinging perfectly straight up and down the boat. The finish must be hard and snappy and the body recovery must follow immediately with the races still down so that there may be no pulling up the slide by toe straps. The actual slide forward must be steady and not jerky. If every member of the crew

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TICHFIELD WINS KIANGWAN DERBY

Morriss' Pony, Vida Up, Takes Big Event Of Day In Close Finish

TWO RECORDS TRIMMED

Nine And Seven Furlong Marks Lowered In Course Of Good Program

Big fields, some good racing, fine weather and a fair crowd formed a combination productive of an excellent day's sport at Kiangwan yesterday. Two time records went by the board and there were several good close finishes, while the element of surprise figured prominently enough to keep the returns from the parimutuel rooms mostly on the heavy side.

The Derby Cup, the headline number of the day's bill, was taken by Vida, who brought Tichfield in by half a length in a magnificent burst up the home stretch. Twelve starters went away for the race, with Fengshuiland, Burkill up, in the lead and Newcastle following. At the mile and a quarter post Moller brought Footlight into the van and held him there clear round to the final turn, with Wilson, Fengshuiland and The Corncrake challenging at various stages. The field bunched well at the turn into the straight and it seemed a many-chance finish till Vida shot Tichfield through. Another half-length separated Guiding Star and Fengshuiland.

The prime surprises came in the first two races, both taken by Knoll, from big fields, with Bonanza and Reformation the successful ponies. Bonanza paid $79.10 and Reformation $102, while in the second race Sans Merci, ridden by Liou, thundered out a dividend of $364.60—high mark of the program. Seventeen ponies started in the first race and eighteen in the second.

The pace began to get hot toward the end of the day and the last two fixtures saw records lopped. In the ninth race, the Empire Day Cup, Vida, riding his third winner of the meet, slashed a clean two seconds off the nine-furlong mark by bringing Sir Lamerook home with many lengths to spare in 2.19 1/5. Hill showed a similar disregard for precedent in the last race, taking Charing Cross over the seven furlongs in 1.46 4/5, as against the previous figure of 1.47.

Eight starters turned out for the Novice's Steeplechase, which was won in easy fashion by The Prelate, Hayes riding, while Battle Axe and Dunera came in a length apart for second and third.

The Speculation Selling Plate, with eighteen starters, saw a close finish when Honglist, Liou up, clipped in ahead by half a length and Firelight, another surprise, took second by three-quarters of a length.

The International Race Club tried out a pleasing innovation and found it eminently satisfactory yesterday when the new electric enunciator was put into operation. The new equipment, the first installation of its kind in China, enables the transmitting of announcements simultaneously by megaphone arrangement from the scales to all pari-mutuel and cash sweep rooms. The apparatus enables a saving of several minutes' time in the announcement of results and in making payments.

Following are the details of yesterday's program:

1.—**The Brocklesby Stakes.**—Value $300. 2nd pony $100. 3rd pony $50. For China ponies. Weight for inches as per scale. Winners of a race up to and including 5 furlongs, since January 1, 1919, 5 lbs. extra and of 2 or more such races, 7 lbs. extra. Ponies that have started in and not won such races this year, allowed 3 lbs. Maidens, allowed 5 lbs. Allowances accumulative.—Five furlongs.

	lbs.
Mr. Shahmoon's bay Bonanza (Mr. Knoll)	162—1
Mr. Cloud's grey Sideway (Mr. J. Liou)	149—2
Mr. Ezra's brown Iron Duke (Mr. I. Ezra)	155—3

Also ran: Rushton (Mr. E. Schoch), Tyrant (Mr. T. U. Yih), Christmas Day (Mr. Crokam), Bixshoote late Drumstick (Mr. Springfield), Kowloon (Mr. Heard), Yorkshire (Mr. S. Nagai), Climax (Mr. C. R. Burkill), The Disappointing Bird (Mr. Dalgliesh), Runaway late Runaway Light (Mr. F. R. Vida), Figaro (Mr. Braad-Sorensen), Poppy (Mr. W. Hill), Rocksand (Mr. Rowe), After Dark (Mr. White) and Wynona (Mr. Sleap).

Won by short head; one length and a half. Time—1:13 3-5.

Pari-mutuel—for win, $79.10; for place, $19; $11.40 and $9.30.

Cash sweep—first, 112; second, 457; third, 277; unplaced—143, 337, 348, 203, 27, 423, 373, 60, 404, 193, 272, 321, 87 and 69.

2.—**The Juvenile Plate.**—Value $300. 2nd pony $100. 3rd pony $50. For China ponies that have not raced previous to January 1, 1919. Weight for inches as per scale. Maidens, allowed 7 lbs. Winners of 2 races, 5 lbs. extra; 3 or more races, 7 lbs. extra. Any classic winner, 10

lbs. extra. Penalties not accumulative.—One mile.

lbs.
Mr. Perchang's grey Reformation late King of Club's (Mr. Knoll) .....148—1
Mr. H. F. Hu's grey Saha Merci (Mr. T. L. Hu) .....152—2
Mr. Lansing's dun Ralph de Palma (Mr. F. R. Vida)...152—3
Also ran: Roseway (Mr. T. U. Yih), Fighting Sea (Mr. Heard), New Star (Mr. S. Nagai), Amagi (Mr. J. Liou), Anything (Mr. L. Ezra), Nothing (Mr. White), Hop-Scotch (Mr. Dalgliesh), Aramis (Mr. Rowe) and Blackheath (Mr. Sleap).

Won by half length; half length. Time—2:04.

Pari-mutuel—for win, $102; $36.70; $364.60 and $26.50.

Cash sweep—first, 93; second, 162; third 123; unplaced—294, 139, 456, 273, 123, 239, 85, 138, 501, 264, 361, 250, 89, 77 and 236.

3.—**The Littleport Plate.**—Value $300. 2nd pony $100. 3rd pony $50. For all China ponies. Weight for inches as per scale. Maidens allowed 10 lbs.—One mile and a quarter.

lbs.
Mr. Robinson's ches. Sans Peur (Mr. Hill) .....155—1
Mr. Day's brown Trustland (Mr. Burkill) .....164—2
Mr. Perchang's ches. Illumination (Mr. Crokam) .....161—3
Also ran: Ye Illusionist (Mr. Matsumoto), Zomba (Mr. Schoch), Nirvana (Mr. Heard), and Triumphant Star (Mr. Liou).

Won by one and a half lengths; one and a half lengths. Time—2:42.

Pari-mutuel—for win, $14.20; for place $7.00; $10.60 and $13.00.

Cash sweep—first, 175; second, 555; third, 97; unplaced—530, 61, 103 and 35.

4.—**The Derby Cup.**—Value $3,000. 2nd pony $600. 3rd pony $300, if 5 or more starters. For China ponies being griffins of the year 1919. Weight for inches as per scale. Winners of Kiangwan, Shanghai, Hankow, Tientsin and Hongkong Derby and/or Champions, 5 lbs. extra. Penalties not accumulative. Non-winners and griffins, allowed 5 lbs.—One mile and a half.

lbs.
Mr. Morriss' brown Tichfield (Mr. Vida) .....159—1
Mr. Tucksong's grey Gilding Star (Mr. Hill) .....156—2
Mr. Haycam's bay Fengshuiland (Mr. Burkill) .....156—3
Also ran: The Corncrake (Mr. Sleap), Realisation (Mr. Crokam), Footlight (Mr. Moller), Newcastle (Mr. Rowe), Michigan (Mr. Knoll), Wilson (Mr. Ezra), Hallow-E'en (Mr. Heard), Petersfield (Mr. Morriss) and Grey Diamond (Mr. Yih).

Won by half a length; half a length. Time—3:13.

Pari-mutuel—for win, $30.30; for place $9.40; $12.90 and $9.70.

Cash sweep—first, 475; second, 432; third, 509; unplaced—511, 311, 2 329, 389, 220, 344, 25 and 35.

5.—**The Novices' Steeplechase.**—Value $300. 2nd pony $100. 3rd pony $50. For all China ponies that have not won more than one steeplechase. Non-winners to carry 155 lbs. and winners, 160 lbs. Jockeys who have not won a steeplechase, allowed 10 lbs. and who have not won more than 2 steeplechases, allowed 5 lbs. 4 starters or "No Race".—Two miles.

lbs.
Messrs. Sky and Hickling's black The Prelate (Mr. Hayes) .....155—1
Mr. Honar's grey Battle Axe (Mr. Boyd) .....155—2
Mr. Faah's dun Dunera (Mr. Springfield) .....155—3
Also ran: Isis (Mr. Elliott), Chop Dollar (Mr. Burkill), Revenge (Mr. Brun), Medina-Sidonia (Mr. Rowe) and Water Mark (Mr. Schoch).

Won by many lengths, a length.

Pari-mutuel—for win, $38.60; for place, $15.30; $9.80 and $16.40.

Cash sweep—first, 365; second, 621; third, 145; unplaced—702, 566, 16, 106 and 538.

6.—**The Red Rose Stakes.**—Value $300. 2nd pony $100. 3rd pony $50. For China ponies. Weight for inches as per scale. Maidens, allowed 10 lbs.—One mile.

lbs.
Messrs. Toeg and Speelman's grey Triumph (Mr. Ezra) .....152—1
Mr. San Sing's bay The Greenfinch (Mr. T. L. Hu) ...158—2
Mr. E. B. Rose's grey Greysand (Mr. Springfield).158—3
Also ran: Christmas Day (Mr. Knoll), Goletta (Mr. Liou), Upwood Park (Mr. Hill), The Hornbill (Mr. Rowe) and Spottedsand (Mr. Chu).

Won by three lengths, half a length. Time—2 min. 03 2-5 sec.

Pari-mutuel—for win, $3.40; for place, $5.90; $10.30 and $6.90.

Cash sweep—first, 485; second, 174; third, 485; unplaced 297, 336, 475, 31 and 219.

7.—**The Asiatic Stakes.**—Value $300. 2nd pony $100. 3rd pony $50. For China ponies. Weight for inches as per scale. Winners at this meeting, 5 lbs. extra. Any classic winner, since June 30, 1918, 5 lbs. extra. Ponies that have started and not won a race since June 30, 1918, allowed 10 lbs. Penalties accumulative.—One mile and a half.

lbs.
Mr. Soo's cream Springie (Mr. Vida) .....151—1
Mr. Hart's grey Motorist (Mr. Liou) .....142—2
Mr. Bahnchild's ches. Scala (Mr. Crokam) .....158—3
Also ran: Johnston (Mr. Hu), Yellow Diamond (Mr. Yih), Takao (Mr. Nagai), Polar Star (Mr. Hill), Black Fox (Mr. Springfield), Formosa Chief (Mr. Ezra), Blackford (Mr. Grayrigge), Fairylight (Mr. Hulthen), Escapade (Mr. Rowe) and Ladis (Mr. Brun).

Won by three lengths, two lengths. Time—3 min. 12 3-5 sec.

Pari-mutuel—for win, $21.80; for place, $8.00; $14.40 and $9.60.

Cash sweep—first, 595; second, 489; third, 492; unplaced—482, 311, 83, 275, 190, 447, 232, 181, 98 and 471.

8.—**The Speculation Selling Plate.**—Value $500. 2nd pony $100. 3rd pony $50. Winner if entered to be sold for $500, weight for inches as per scale; if to be sold for $400, allowed 5 lbs.; if to be sold for $300, allowed 10 lbs.—One mile and a quarter.

lbs.
Mr. Hart's white Honglist (Mr. Liou) .....148—1
Mr. Cire's bay Firelight (Mr. Moller) .....152—2
Mr. Day's white Nativeland (Mr. Burkill) .....153—3
Also ran: Lanchester (Mr. Yih), King of Hearts (Mr. Hu), Unionist (Mr. Matsumoto), Justification (Mr. Crokam), Haruna (Mr. Tomono), Rising Star (Mr. Nagai), Anything (Mr. White), Persianlight (Mr. Springfield), Runaway (Mr. Vida), Figaro (Mr. Braad-Sorensen), Batersea (Mr. Ezra), Poppy (Mr. Hill), Yellowstone (Mr. Knoll), Zomba (Mr. Schoch) and The Gink (Mr. Dalgliesh).

Won by half a length, three-quarters of a length. Time—2 min. 40 3-5 sec.

Pari-mutuel—for win, $45.00; for place, $20.20; $48.60 and $10.80.

Cash sweep—first, 503; second, 559; third, 236; unplaced—492, 476, 316, 276, 21, 83, 535, 99, 183, 521, 62, 584, 175, 247 and 399.

9.—**The Empire Day Cup.**—Value $500. 2nd pony $100. 3rd pony $50. For all China ponies. Weight for inches as per scale. Classic winner of the year 1919, to carry 5 lbs. extra. Winners at this meeting, 5 lbs. extra. Penalties accumulative.—Nine furlongs.

lbs.
Messrs. Toeg and Speelman's dun Sir Lamerock (Mr. Vida) .....155—1
Mr. Santeh's white Railway (Mr. Liou) .....155—2
Mr. Chow Sung's bay King of Diamonds (Mr. Hill)..155—3
Also ran: Illumination (Mr. Crokam), Eastern Star (Mr. Knoll), Daintylight (Mr. Moller), Shenkoland (Mr. Burkill) and Twenty-Two Carat (Mr. Chu).

Won by many lengths, two lengths. Time—2 min. 19 1-5 sec. (Record).

Pari-mutuel—for win, $46.40; for place, $9.50; $9.60 and $10.60.

Cash sweep—first, 63; second, 58; third, 459; unplaced—174, 82, 465, 620 and 286.

10.—**The Park Plate.**—Value $300. 2nd pony $100. 3rd pony $50. For all China ponies. Weight for inches as per scale, Maidens, allowed 10 lbs. Winners at this meeting, 5 lbs. extra.—Seven furlongs.

lbs.
Messrs. Toeg and Speelman's grey Charing Cross (Mr. Hill) .....158—1
Mr. Ezra's bay Iron Duke (Mr. Ezra) .....158—2
Mr. Foh Sing's ches. Tyrant (Mr. Vida) .....155—3
Also ran: Great Star (Mr. Knoll), Realisation (Mr. Hu), Bixshoote (Mr. Springfield), Sideway (Mr. Liou), The Kangani (Mr. Yih), Bythe (Mr. White), Jomsborg (Mr. Crokam), Slesvig (Mr. Braad-Sorensen), Desertland (Mr. Burkill), Charing Cross (Mr. Hill), Lochiel (Mr. Cameron) and Iron Duke (Mr. Ezra).

Won by two lengths, two lengths. Time—1 min. 46 4-5 sec. (Record).

Pari-mutuel—for win, $71.40; for place, $17.10; $12.30 and $11.50.

Cash sweep—first, 491; second, 497; third, 646; unplaced—307, 324, 598, 2, 486, 596, 181, 118, 656 and 175.

Peking Normal Lad Star At Olympic

(Continued from Page 2)

went to Hongkong on a Jardine, Matheson and Company freighter, the Wosang, in order to connect with the Colombia. The remaining athletes and coaches are expected to arrive on the Shinyo Maru.

At Hongkong arrangements had been made to entertain the Chinese. Mr. J. L. McPherson of the Y.M.C.A. met the Wosang and the athletes were quartered at the Y.M.C.A. building. Sight-seeing trips and receptions by the Chinese Recreation Club, Hongkong Amateur Athletic Federation and Y.M.C.A. comprised the program at Hongkong.

The athletes and coaches were enthusiastic regarding the treatment accorded the Chinese delegation on the Colombia. On the trip from Shanghai to Manila, Purser F.D. Bates and Chief Steward E. L. Hawyes made arrangements for special food and accommodations for the athletes. A training program was established by Dr. Arthur Shoemaker, head coach, and the men arrived in Manila in excellent shape.

Plan For 1921 Games

The announcement that the games at Shanghai in 1921 are to be held in September or October will be followed by plans for a China national meet at Canton next year. Coaches who had charge of the delegation to Manila plan to follow the national meet with the establishment of a national athletic organisation similar to the Philippine Amateur Athletic Federation so that China will be able to place the strongest possible teams against Japan and the Philippines in two years.

There is a possibility that Siam will send a delegation to the Shanghai games. Prince Yugala of Siam was one of the interested spectators at the Manila Olympic and before leaving the Philippines he is to equip himself with information and data which may be the means of another entry when the games are staged here.

Results of the Far Eastern Championship games:

Track and field—Philippines, 70; China, 26; Japan, 16.

Soccer football—China.

Volleyball—Philippine Islands.

Swimming — Philippine Islands, China finished second with Japan, third.

Basketball—Philippine Islands.

Baseball—Philippine Island, by default.

Tennis—Mikami of Japan won singles championship when Fargas of the Philippines was unable to continue his match against the Japanese crack.

Pentathlon—Chu En-te of Peking Normal School, China.

Decathlon—Chu En-te of Peking Normal School, China.

Detailed results in track and field:

100 yard dash.

First heat—won by Catalon, Philippines; second, Alagar, Philippines; third, Saavedra, Philippines. Time—10 1/5 seconds.

Second heat—won by Madono, Japan; second, Castillon, Philippines; third, Machan, Philippines. Time—10 seconds, equalling Far Eastern record.

Final—won by Catalon, Philippines; second, Madono, Japan; third, Machan, Philippines. Time — 10 seconds.

200 yard dash.

First heat—won by Machan, Philippines; second, Danao, Philippines; third, J. C. Hwang, China. Time—23 4-5 seconds, equalling Far Eastern record.

Second heat—won by Madono, Japan; second, Catalon, Philippines; third, Alagar, Philippines. Time—22 4/5 seconds. New record.

Final—won by Catalon, Philippines; second, Madono, Japan; third, Danao, Philippines. Time—23 seconds.

400 yard run.

First heat—won by Malinao, Philippines; second, Raval, Philippines; third, Arita, Japan. Time—53 seconds, breaking Far Eastern record.

Second heat—won by Sayeke, Japan; second, Quedilla, Philippines; third, Dahao, Philippines. Time—53 seconds, also breaking record formerly held by J. S. Lee of China.

Final—won by Danao, Philippines; second, Malinao, Philippines; third, Sayeke, Japan. Time—51 3/5 seconds. New record.

880 yard run.

Final—won by Sayeke, Japan; second, Malinao, Philippines; third, Taduran, Philippines. Time—2:05. New record.

One mile run.

Final—won by Ikuta, Japan; second, Taku, Japan; third, Chang Te-ping, China. Time—4:52.

Five mile marathon.

Final—won by Ikuta, Japan; second, Koide, Japan; third, Umali, Philippines. Time—29 minutes, 23 1/5 seconds. New record.

120 yard high hurdles.

First heat—won by Bucoy, Philippines; second, Buenaventura, Philippines; third, Wang Chien-wu, China. Time—16 4/5 seconds, breaking Far Eastern record.

Second heat—won by Rabaya, Philippines; second, Chao Pung, China; third, Shih Chao-han, China. Time—16 2-5 seconds, also breaking Far Eastern record.

Final—won by Rabaya, Philippines; second, Bucoy, Philippines; third, Buenaventura, Philippines. Time—16 1/5 seconds. New record.

220 yard hurdles.

First heat—won by Bello, Philippines; second, Cabalse, Philippines; third, Cheng Shu-min, China. Time—27 2/5 seconds, breaking Far Eastern record.

Second heat—won by Cattel, Philippines; second, Taduran, Philippines; third, Kanari, Japan. Time—26 4/5 secnds, again breaking the record.

Final—won by Bello, Philippines; second, Cattell, Philippines; third, Cabalse, Philippines. Time—26 1/5 seconds. New record.

Running high jump.

Final—won by Ico, Philippines; second, Shih Chao-han, China; third, Liang Chung-kan, China. Height—5 feet, 7 3/4 inches. New record.

Pole vault.

Final—won by Alo, Philippines; second, Puno and Carlos tied, both Filipinos. Height—10 feet, 8 3/4 inches. New record.

Running broad jump.

Final—won by Macha, Philippines; second, Santos, Philippines; third, Saavedra, Philippines. Distance—21 feet, 6 1/4 inches.

Shot put.

Final—won by Alvarez, Philippines; second, Meng Chi-mao, China; third, Merced, Philippines. Distance—37 feet 4 1/4 inches. New record.

Discus throw.

Final—won by Alvarez, Philippines; second, Tu Jung-fang, China; third, Meng Chi-mao, China. Distance—105 feet, 8 inches.

Javelin throw.

Final—won by Gumabay, Philippines; second: Ico, Philippines; third, Danao, Philippines. Distance—152 feet, 4 1/2 inches. New record.

Half-mile relay.

Final—won by Philipoine Islands; second, China. Japan did not enter a team. Time—1 minute 33 1/5 seconds. New record.

One mile relay.

Final—won by Philippine Islands; second, Japan; third, China. Time—3 minutes, 36 seconds. New record.

Pentathlon (five events.)

Won by Chu En-te, China, 360 points; second, Tung Jung-tang, China, 357 points; third, Villanueva, Philippines, 318 points, Chu's mark is a new record. Both Tung and Villanueva broke the former record of 295 points. Shih Chao-tse and Pang Ting-hun, both Chinese, were fourth and fifth in the Pentathlon.

Pentathlon (ten events).

Won by Chu En-te, China, with 765 points, a new record. Danao of the Philippines was second and Shih Shao-han of China, third.

Rowing Club Notes

(Continued from Page 2)

will try and carry out the above, a very useful boat should result.

The World Eight is as follows:

Bow	Andersen
2	Gordon
3	Grant
4	Brusendorff
5	Haskell
6	Merrill
7	Aagesen
Stroke	Jensen

Bow—Should catch quicker and lift on to it more.

2—Must drop the hands more, rows much too deep.

3—Cramps his shoulders which should be rowed right back.

4—Should finish the stroke higher, not pull into the stomach.

5—Rather inclined to swing too far back—a good fault if recovery is quick.

6—Rushes forward much too quick.

7—Should get a much more powerful catch.

Stroke—Uses his slide up too quickly.

Griffin Fours

Bow	Zollensky
2	Holland
3	White
Stroke	Brooks

Bow—Should swing back more and catch quicker.

2—Rows too deep, must use his wrists more.

3—Sits bad and comes forward too quick.

Stroke—Must swing straight and get a harder finish.

Bow	Meyer
2	Meyer
3	Yates
Stroke	Schlobohm

Bow—Swings well, but should be quicker with the hands.

2—More "beef" needed in his work and more swing.

3—Quick, but hardly any swing work.

Stroke—Works hard but must lift his head up at the catch.

Bow	Oliver
2	Hall
3	Bauld
Stroke	Henry

Bow—Needs more bevel on the oar and a quicker recovery.

2—Must sit straighter and swing in the boat.

3—Should swing straight and get a harder catch.

Stroke—Has a nice long stroke but must drop the hands more.

A Dog Race is also down for 2:30 on Sunday.

Entries should be made to Mr. E. T. Byrne.

The Committee are also trying to arrange a Dragon Boat Race for Saturday night.

Drink ASAHI BEER

Dai Nippon Brewery Co., Ltd.
Phone: North 2560

The Shanghai Chemical Laboratory
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Refracting and Manufacturing Optician
Dr. John Goddard
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CRICKET CLUB WINS FROM PICKED TEAM

Defeat Combination Of Recs And Police By One Run And Three Wickets

In fine weather and with the pitch more in the batsmen's favor than the bowlers' the Shanghai Cricket Club were at home yesterday afternoon to a combination of the Shanghai Recreation Club and Shanghai Municipal Police Recreation Club, beating the latter by one run and three wickets.

Manley and Willis were sent out by Capt. Barrett to face the bowling of Grimshaw and Clifford when with Clifford's 5th over Manley was well caught by Morriss (24-1-12). After Barrett, who took Manley's place, had made seven Willis parted company by giving Moule an easy catch at cover (34-2-13). Quincey, who joined Barrett, went in with the idea of hitting, and after 75 had been compiled the latter was bowled by Pearson who had relieved Grimshaw, for 20. Cooper who joined Quincey lived, without scoring, to be caught by Moule at point (83-4-0). Ellis and Quincey were than partners when the latter gave Morriss an opportunity from Hansell's bowling and had to retire (85-5-37). Ollerdessen being stumped by Deeks (88-6-0), Robertson joined Ellis till the latter retired, bowled by Morriss for 19. (122-7-19). The tail did not wag and Cooke, Ollerdessen and Sale retiring in order, Monk catching Cooke to Grimshaw's bowling and Morriss taking the other two wickets, left Robertson not out with 21 to his credit.

Fielding on the part of the S. C. C. was sound, with Morriss having the best average in the bowling department.

After the interval Capt. Grimshaw decided to send Middleton and Deeks to face Sale and Ollerdessen. When the 70 mark had been reached Quincey was put on at the north end and the change proved Deeks' finish (72-1-29). Moule, who joined Middleton, only lived for three balls when he was nicely caught and bowled by Quincey. Hansell then joined Middleton till Robertson decided the latter's life by catching him to Ollerdessen's bowling after he had made the highest score of the day. (98-3-45). Clifford then joined Hansell when the latter was unfortunately run out after having compiled 23. Morriss, taking Hansell's place, outlived Clifford, who was well caught in the slips by Willis after making 2. Lover and Morriss then tried to put the finishing touches to the game but Morriss being caught by Barrett at mid-off after making 8 left Lover and Pearson the job, the latter being not out with 3 after Lover had been held by Quincey.

Manley and Barrett take premier honors in the fielding department of the Combined teams with Quincey and Ollerdessen heading the bowling.

S.R.C. and S.M.P.R.C.

W. T. Manley, c. Morriss, b. Clifford	12
A. J. Willis, c. Moule, b. Clifford	13
E. I. M. Barrett (Capt.), b. Pearson	20
L. P. Quincey, c. Morriss, b. Hansell	37
H. J. Cooper, c. Moule, b. Pearson	0
J. J. Ellis, b. Morriss	19
F. C. Ollerdessen, st. Deeks, b. Pearson	0
J. Robertson, not out	21
E. J. Cooke, c. Monk, b. Grimshaw	2
C. E. Ollerdessen, b. Morriss	4
G. Sale, b. Morriss	4
Extras	7
Total	139

Bowling Analysis

	O.	M.	R.	W.
R. Grimshaw	14	2	41	1
W. C. G. Clifford	7	1	20	2
H. H. Morriss	7	2	17	3
W. N. Hansell	11	5	19	1
W. S. Read	3	—	6	—
J. M. Pearson	7	2	21	3
W. J. Monk	1	—	8	—

Shanghai Cricket Club

H. Middleton, c. Robertson, b. Ollerdessen	45
S. J. Deeks, b. Quincey	29
W. H. Moule, c. and b. Quincey	2
W. N. Hansell, run out	23
W. C. G. Clifford, c. Willis, b. Ollerdessen	2
H. H. Morriss, c. Harrett, b. Ollerdessen	8
E. G. B. Lover, c. Quincey, b. Manley	8
J. M. Pearson, not out	3
R. Grimshaw, (Capt.), did not bat	
W. S. Read	"
W. J. Monk	"
Extras	20
Total for 7 wkts.	140

Bowling Analysis

	O.	M.	R.	N.B.	W.
G. Sale	9	2	31	0	0
C. E. Ollerdessen	10	3	27	0	3
J. J. Elliss	3	0	14	0	0
W. T. Manley	10	3	20	0	1
L. P. Quincey	5	0	13	0	2
J. Robertson	3	0	15	1	0

Parsees Play Scratch Game

A scratch game was played by the Parsee Cricket Club on their own ground yesterday afternoon, the senior members calling themselves the Bulsaras playing the Rest of the Club.

Poor fielding on the part of the Rest and good bowling by the Shroff brothers for the Bulsaras gave the latter the game by 58 runs. Bhoora (40), Karanjia (36), and Damri (31) were the most successful bats with the Shroff brothers, R. and S., and Bhoora being successful with the ball.

MARTIN'S APIOL & STEEL PILLS for Ladies
A French Remedy for all Irregularities. The hands of all ladies keep a box of Martin's pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them; hence their enormous sale. At all Chemists and Stores, or post free 8/- from MARTIN, Chemist, SOUTHAMPTON, ENG.

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I. Z. Rackets, Slazengers
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Tennis Count Markers, Slazengers
Lawn Bowls, Jacques
Emperor Rackets
Risley Hexagon Rackets
Demon Rackets
Boyes, Bassett & Co.

The "Three Castles" Virginia Cigarettes
MAGNUMS
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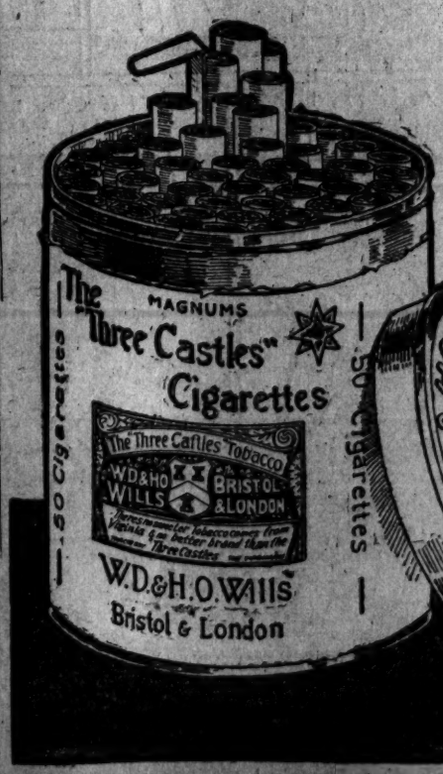

The tobacco in the Magnums is the same bright Virginia tobacco found in regular Three Castles.

The difference in size makes the Magnums a fuller, richer cigarette while retaining all the mild flavor of the smaller cigarette.

Guaranteed Manufactured in England.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

Little Jimmy

1. "THE COOK WAS SAUCY TO ME AND I DISMISSED HER AND NOW SHE REFUSES TO GO AND THE 'PHONE IS NOT IN ORDER OR I'D CALL A POLICEMAN AND WHAT SHALL I DO?"
"I'LL TEND TO HER CASE RIGHT NOW!"
2. "WE'VE STOOD YOUR IMPERTINENCE LONG ENOUGH. YOU'RE FIRED!"
3. "I'LL GIVE YOU JUST THREE MINUTES TO BE OUT OF THIS —"
4.
5. FADE OUT DR.
"JIMMY RUN QUICKLY AND BRING THE FIRST COP YOU SEE!"
6. FIRE ME? I GUESS NOT!
7. 'OOH!'
8. "HOW DO YOU DO?"
9. "EVEN IF YOU ARE DEAF AN' DUMB I CAN TELL YOU WANT A MATCH FOR YOUR PIPE. IF YOU COME WITH ME OVER TO MY HOUSE I'LL BE PLEASED TO GET YOU ONE."
10. FIRE ME? THE IDEA! I GUESS NO!"
THE KIDS BEEN GONE AN HOUR, I'VE GOT TO GO AFTER THE COP, MYSELF!"
"WAIT UNTIL I GET MY HAT! I WOULDN'T STAY IN THIS HOUSE ALONE WITH THAT AWFUL WOMAN FOR WORLDS!"
FIND IN THE MEAN TIME
11. "MR OFFICER, PLEASE COME TO MY HOUSE AND HELP ME EJECT MY COLORED COOK!"
'SHE'S AWFUL!'
'SURE!'
12. "'SCUSE ME TAKIN' YOU IN THE BACK WAY BUT WE KEEP OUR MATCHES IN THE KITCHEN!"
13. "WOOF!"
"LAWSY! LEMMY GIT OUTA DISYERE!"
14. "MAN, YOU WIN! I'M GONE!"
15. "HE GOT LOST AN' FOR THE FINE CARE YUV TOOK OF HIM I'M GIVIN' YUH A PASS FER YOU AN' YER FOLKS TO SEE HIM IN D' SHOW TO-NIGHT!"
16. "SH-H-H-H JIMMY!"
"HOORAY!"